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Faithfull, S. E., grain and millfeed, commis.

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McLean Alpine Co., The, hay and grain.

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Merrill & Lyon, commission merchants.*

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Press & Co., W. G., grain, provisions, stocks, etc.

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Requa Brothers, grain commission.*

Rogers & Bro., H. W., grain and seeds.

Rogers Grain Co., buyers and shippers.

Rosenbaum Bros., receivers, shippers.*

Rumsey & Company, grain commission.*

Sawers Grain Co., grain commission.*

Schiffin & Co., P. H., commission.*

Shaffer & Co., J. C., buyers and shippers.*

Sincere & Co., Chas., N. Y., stocks, Chicago grain.

Somers Jones & Co., grain and field seeds.

Squire, H. F. & Co., grain & provisions.

Thayer & Co., Clarence H., commission.

Updike Commission Co., grain commission.*

Yantis & Co., E. W., grain commission.

Wagner & Co., E. W., receivers and shippers.*

Ware & Leland, grain, seeds.

Wilson & Co., B. S., grain commission.

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Farrington, J. E., Seed House, seed corn.

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Fitzgerald Bros., grain & hay commission.

Gale Bros. Co., grain, hay, feed.*

Loudon & Co., grain commission.

Perin Bros., wheat and corn millers.

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Abel Bros., hay, grain, feed.

Bailey, E. I., grain and millfeed.*

Cleveland Grain Co., The, receivers and shippers.*

Gates Elevator Co., grain, hay, straw.*

Sheets Bros., Eltr. Co., the, grain, hay, straw.

Star Eltr. Co., receivers, grain, hay, straw.

Starke & Co., H. M., grain, seeds, hay.*

COLORADO SPRINGS, COLO

Robinson Grain Co., grain, hay and flour.

Seldomridge Grain Co., grain dealers.

COLUMBUS, O.

Stritmatter, Edward, grain merchant.

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*

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Lawrence Bros. Co., Ltd., grain, seed and feed.

CUMBERLAND, MD.

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Rothschild Grain Co., D., grain merchants.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DANVILLE, ILL.

McConnell, R. B., grain dealer.

DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.*

Crescent Mill & Eltr. Co., flour and grain.

Denver Comm. & Grain Co., grain and hay.

Longmont Farmers Mill & Eltr. Co., flour, grain.

Scott, E. E., broker, grain, cottonseed meal, bags.

Thompson Merc. Co., W. F., hay and grain.

DES MOINES, IA.

Lockwood Grain Co., B. A., grain & millfeeds.

DETROIT, MICH.

Botsford & Barrett, grain receivers and shippers.

Dumont, Roberts & Co., receivers, shippers.*

Elair Wellington & Co., stocks & grn commission.

Lapham & Co., J. S., recvs. & shippers of grain.*

DIGHTON, KAN.

Bradstreet, A. E., shipper, grain, hay & feedstuffs.

DILLON, MONT.

Dillon Grain Co., grain, flour, feed and hay.

DULUTH, MINN.

Turle & Co., grain commission.

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El Reno Mill & Eltr. Co., grain buyers & shippers.

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Johnston, W. B., grain, feed, seeds & hay.

Stephenson Grain Co., receivers and shippers.

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Keller, Emil, grain broker and track buyer.

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Koip, E. R. & D. C., grain and seed dealers.*

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Werner Wilkens Grain Co., receivers & shippers.

GALVESTON, TEX.

Fordtrañ, J. S., grain commission merchant.

Jockusch, Davison & Co., grain, hay exporters.

Wislund Grain Co., wholesale grain eltr. facilities.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOWE, TEX.

Howe Grain & Mer. Co., grain, hay, seeds, feed.

HUTCHINSON, KAN.

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Stockbridge Elevator Co., grain, beans, hay.*

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Christopher & Co., B. C., grain and seeds.*

Davis & Co., A. C., grain commission.*

Denton-Kuhn Grain Co., grain consignments.

Ernst-Davis Grain Co., commission.

Fowler Commission Co., receivers and shippers.

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Hinds & Lintt Grain Co., receivers, shippers.

Home Grain Co., grain merchants.

Kemper Mill & Eltr. Co., grain and products.

Lichtig Grain Co., Henry, receivers and shippers.

Logan Bros. Grain Co., grain commission.

Lonsdale Grain Co., grain receivers.

Moore Grain Co., receivers and shippers.

Moor-Lawless Grain Co., grain receivers.

Norris Grain Co., grain, seeds, screenings.

Pearson-Lathrop Grain Co., commission merchts.*

Roehan-Cary Grain Co., grain, flour, millfeed.

Shannon Grain Co., grain merchants.

</div

Directory of the Grain Trade

*Member Grain Dealers National Association.

MEMPHIS, TENN.

Booker, W. J., grain broker.
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Patteson & Co., G. E., receivers and shippers.*
Wade & Sons, John, grain, hay and commission.
Webb & Maury, grain and hay.*
West & Co., J. C., grain and hay commission.
Wyatt, E. W., broker, grain and millfeeds.

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Metamora Eltr. Co., Corn Oats, Wheat, Hay.*

MIDDLE POINT, OHIO.

Pollock Grain Co., grain, hay and straw.

MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.*
Bartlett & Son Co., L., grain commission.
Coughlin, T. C., Co., grain commission.
Courtene, S. G., field seeds.
Deutsch & Sickert Co., shippers grain, flour, feed.
Dingwall Co., C. E., grain, feed and screenings.
Donahue-Stratton Co., grain, feed, mfg wheat.*
Fagg & Taylor, grain merchants.*
Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Lowry & Co., I. H., grain commission.*
Merreness & Gifford, grain commission.
Owen & Co., C. C., grain commission merchants.
Stacks & Kellogg, grain merchants.

MINNEAPOLIS, MINN.

Atwood-Stone Co., grain commission.
Brown & Co., E. A., commission.
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Cooper Commission Co., receivers, shippers.
David & Co., F. M., grain commission.
Fraser-Smith Co., grain commission.
Getchell-Tanton Co., grain commission.
Hankinson & Co., H. L., grain commission.
Marfield-Tearce Co., grain commission.*
McIntyre-Ferrich Co., grain commission.
Minneapolis Seed Co., field seeds.
Nye, Jenks & Co., grain commission.
Randall, Gee & Mitchell Co., grain and seeds.
Riedelaffer Co., J. H., grain commission merchants.
Stair, Christensen & Timerman, com'sn merchts.*
Turle & Co., grain commission.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., grain commission.
Wernli-Anderson Co., grain commission.
Zimmerman, Otto A., barley specialist.

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Mertz & Co., G., flour, grain & vegetables.*

MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

NASHVILLE, TENN.

Hughes Warehouse & Eltr. Co., grain.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Leonhardt & Co., A. F., grain and hay.*

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Cushing & Brandt, grain commission, buyers.*
Forbell & Kipp, grain commission.*
Keusch, Otto, off grade grain, grain broker.*
Morey Co., L. A., grain brokers.*
Robinson, G. B., Jr., grain and mill feeds.
Schwartz, E. F., brokerage and commission.*
Ulrichs & Hebert, grain commission and brokers.

NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.
Scott & Co., Inc., S. D., wholesale hay & grain.

OKLAHOMA CITY, OKLA.

Capital Grain & Eltr. Co., wholesale grain & feed.
Chowning Grain Co., grain and feed.
Cole & Brumskill Grain Co., shippers grain, seeds.
Hanna Grain Co., grain, hay, seeds, alfalfa meal.
Kolp, E. R. & D. C., grain and seed dealers.
Moberly, Major, grain and mill feeds.
Robey Grain Co., R. E., grain broker.

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Beal-Vincent Grain Co., receivers, shippers.
Cavers Elevator Co., receivers and shippers.*
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Holquist, Eltr. Co., receivers and shippers.
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Middle-West Elevator Co., receivers and shippers.
Nebraska-Iowa Grain Co., receivers & shippers.*
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Nye-Schneider-Fowler Co., grain recvs., shippers.
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., grain commission.
Saunders Weststrand Co., shippers of grain.
Stidham Grain Co., receivers, shippers.
Taylor Grain Co., receivers, shippers.
Thompson Grain Co., grain dealers.
Trans Mississippi Grain Co., recvs. & shpns.*
United Grain Co., grain commission.
Weekes Grain Co., receivers and shippers of grain.
Welsh Grain Co., grain and hay commission.

PENSACOLA, FLA.

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Buckley, Pursley & Co., grain and seeds.*
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Feitman, C. H., grain commission.
Miles, F. B. & C. C., grain commission.*
Rumsey, Moore & Co., grain receivers.*
Tyng, Hall & Co., grain commission.*

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Perry Mill Co., Wholesale dealers in Grain.

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Clemmer, A. B., grain and mill feed.
Clevenger, S. J., buyer and commission.*
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Dunwoody Co., Ezl., flour, grain, feed.*
Fraser, C. C., grain and feed broker.
Lemon & Son, E. K., hay, grain and mill feed.
Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
Rogers & Co., E. L., grain, hay.*
Stites, A. Judson, grain and millfeed.

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Kress Co., Harry W., track buyer grain, hay.*
Spencer & Miller, grain, feed and seeds.

PITTSBURG, PA.

Clark Grain & Hay Co., grain and hay.
Elwood & Co., R. D., hay and grain.
Foster, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.
Gordon & Co., W. N., Grain, hay, mill feed.
McCafferty, Daniel, Sons Co., hay, grain, mill feed.
McCague, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.
Stewart, D. G., & Geldel, grain, hay and feed.
Walton Co., Sam'l, grain and hay.

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Cessna Gr. & Flour Co., grain, hay & flour.
McClelland Met'l I. & R. Co., grain, hay & feed.

RALEIGH, N. C.

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Oppenheimer Grain Co., wholesale grain and hay.

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Fields & Slaughter Co., grain, hay, feed.

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Powell & O'Rourke, receivers, shippers.*

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Slack-Fuller Grain Co., grain commission.*

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National Milling Co., cash buyers wheat.*

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Southworth & Co., grain commission.*

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Zahm & Co., J. F., grain, seeds.*

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TORONTO, ONT.

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TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

TULSA, OKLA.

Binding-Stevens Seed Co., grain & seeds.

WASHINGTON, D. C.

Anderson, E. M., grain brokers and millers agent.

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WICHITA, KANS.

Barnes, Jr., Geo. S., grain commission.

Craig Grain Co., J. W., receivers and shippers.

Hastings & Co., grain brokers.

Independent Grain Co., grain commission.

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McCullough Grain Co., grain commission.*

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Williamson Grain Co., J. R., gr. comm. merchs.

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Quotation Record

is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday, 190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30; 11:30 and 12:30 and the close, as well as the closing price the previous week.

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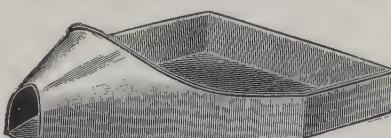
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GRAIN and COMMISSION
Board Trade Building PEORIA, ILL.
Your consignments solicited—Personal Attention—
Quick returns to Ask for Our Bids.

BUCKLEY, PURSLEY & CO.
Commission Merchants
GRAIN AND SEEDS
10 Chamber of Commerce, PEORIA, ILL.

We want your business
W. W. DEWEY & SONS
COMMISSION MERCHANTS
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Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

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 Consignments Solicited. Prompt Returns
 Guaranteed.

Careful personal attention given to consignments
 assures best results. We give it.
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WE WANT TO SHOW YOU
 that our sales can't be beat.
 Will you give us a chance?
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Careful Attention given all orders from

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Write for prices and samples. We solicit your
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 Grain Commission Merchant
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 WRITE ME
 128 Corn Exchange Bldg., MINNEAPOLIS

J. H. Riheldaffer Co.

20 years' experience in grain trade.
 Three reasons for shipping us your

GRAIN

1st. We know the **value** of it.
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Corn our specialty
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Careful atten-
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Write
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Consignments Mill Orders
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 RECEIVERS and SHIPPERS
 The house you will eventually consign to or
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 WICHITA, KANSAS
 Buyers Sellers

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KELLY BROS. GRAIN CO.
 Your consignments and Wichita
 option orders solicited. Milling
 wheat our specialty.
Ask us to quote you.
 WICHITA KANSAS

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 327 Sedgwick Block, WICHITA, KAN.
 Buyers for Exporters, Mills and Elevators.
 If in the market for winter wheat write
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 RECEIVING AND SHIPPING
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 E. W. JONES, Mgr.
 WICHITA, KANSAS
Ask the Man who Consigns to Us.
 Mill Orders a Specialty.

Advertising
 Must first attract, then interest,
 and finally convince. Keep
 advertising and the country
 shipper will give you the
 preference.

McCullough Grain Co.
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 We want to hear from all buyers of strictly
 country run Kansas and Oklahoma Turkey
 and Hard Wheat. Ship direct from country
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MEMPHIS MERCHANTS EXCHANGE MEMBERS

CONSIGNMENTS WANTED—
1st FOR MEMPHIS
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 HONEST SERVICES. PROMPT RETURNS. TRY US.

Write Us

H. J. Hasenwinkle Co., want
 your consignments for the
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BALDWIN GRAIN COMPANY

Succeeding Baldwin-Walker-Tankersley Co.

GRAIN BROKERS BUYERS OF CAR LOTS

Representing J. C. Shaffer & Co., Chicago, Ill.; John T. Fahey & Co., Baltimore, Md., and reliable receivers in principal markets.

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No 39**GEO. W. COLE**

Grain Broker Bushnell, Ill.

Representing: Chicago, Peoria, Cincinnati, Louisville, and Baltimore Markets.
Territory: Between the Illinois and Mississippi Rivers. Write. Wire or Phone for bids.**McLane, Swift & Co.**

Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye. Write for bids. Consignments solicited.

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GRAIN BROKERSWe buy grain for all markets.
Both phones. Accounts of reliable firms solicited.**BONACKER BROTHERS**

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Try**Our Special Brand of White Oats****MCCRAY, MORRISON & CO.****GRAIN SHIPPERS Kentland, Ind****REINHARDT GRAIN COMPANY**Car Lot Dealers **MCKINNEY, TEX.**

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ALFALFA MILLERSKerno Falfa
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**Buy the real article of a real
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CORN OATSKiln Dried and Natural CLIPPED and NATURAL
RENSSELAER, INDIANA**Halliday Elevator Co.****WHEAT, CORN and OATS**

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Elevator Capacity 500,000 Bushels

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Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
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Want Oats, Corn, Hay and Cane SeedOur Specialty—Texas Raised Texas Red
Rust Proof Oats.**CRABBS REYNOLDS****TAYLOR CO.****GRAIN AND CLOVER SEED**

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Commission Merchants

GRAIN, HAY and FEED

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CORN**BUYERS AND
SHIPERS**

Our Correspondence Solicited

Specialty ALLEY-STAFF GRAIN CO.

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MILLET SEED Ask for samples and prices.

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Alfalfa Meal and Mixed Feeds a Specialty

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CIFER CODESWe carry the following cifer codes in stock
and can make prompt delivery.

Robinson's Cifer Code, leather - - - 2.00

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Companion Cable Code - - - 5.00

Riverside Code, 5th Edition - - - 3.00

Universal Grain Code - - - 3.00

American Seed Trade Assn.'s Code - - 2.00

Stewart's International Code - - - .25

For any of the above, address

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Personal attention given to consignments.

Accounts and correspondence solicited.

Member NATIONAL HAY ASSOCIATION.

**TURLE & COMPANY****CAR LOTS**

of all kinds of grain

IN and OUT of

DULUTH or
MINNEAPOLIS

"The proof of the puddin' is in the eatin'"

The proof of a cleaner is in the work it does

The best evidence of the work done by the "Western" Gyrating Cleaner is the following record of machines shipped to the various stations of one of our Indiana customers, the Crabbs, Reynolds, Taylor Co., Crawfordsville, Indiana, after having made exhaustive tests with almost every other make of corn and cob separators on the market.

Directors: A. E. Reynolds, Pres.; B. F. Crabbs, V. Pres.; Bennett Taylor, V. Pres.; T. C. Crabbs, Sec. & Treas.; W. B. Foresman, Auditor; C. C. Wheeler; W. W. Busenbark

**CRABBS REYNOLDS TAYLOR CO.
Incorporated
GRAIN AND FIELD SEEDS
CRAWFORDSVILLE, IND.**

October 24, 1910.

Union Iron Works,
Decatur, Ill.

Gentlemen:

Replying to your favor of the 19th, will state that we now have in use your gyrating corn cleaners at New Market, Linden, Raubs, Crane, Riverside, West Point, Ash Grove, Smithson, Francesville and have the machinery on hand to install at Wingate.

We are also anticipating the purchase of one of your machines for Cherry Grove.

These machines are all giving good satisfaction and we can highly recommend them as the best corn cleaners we have ever tried.

You are at liberty to use our names in your advertisement as requested. Yours truly,
Crabbs Reynolds Taylor Co.
A. E. Reynolds, Pres.

Machine Shipped	Station
September 5, 1907	Linden, Indiana
October 11, 1907	Francesville, Indiana
May 9, 1908	West Point, Indiana
March 30, 1909	New Market, Indiana
October 19, 1909	Crane, Indiana
April 9, 1910	Riverside, Indiana
April 15, 1910	South Raub, Indiana
July 22, 1910	Ash Grove, Indiana
October 6, 1910	Smithson, Indiana
October 15, 1910	Wingate, Indiana

Please note that these orders were not all placed at the same time but covered a period of three years, giving ample time to demonstrate the durability as well as general efficiency of the machines, which, in many cases, replaced cleaners of other makes.

Profit by the experience of others

and install a cleaner that has proven a success.

It will save your grain and dollars

The "Western" Gyrating Cleaner is built regularly for separating corn from cobs as it comes from the sheller, and re-cleaning corn

and oats, but it is an excellent wheat and small grain cleaner when fitted with extra screens furnished for this purpose; thus, you get two machines for the price of one.

Built in seven sizes with capacities from 175 to 2400 bushels per hour.

Write for full information and prices. Our complete catalog No. 26 may be had for the asking.

Union Iron Works, Decatur, Ill.

Sole Manufacturers

"Western" Shellers and Cleaners
Grain Elevator Machinery

1221-1223 Union Ave.

Kansas City, Missouri

Large elevators have adopted General Electric Motor Drive

G-E Motors driving lower cross belt conveyors—Installed April 24, 1905. No repairs to date, although operating in damp salt air, and frequently covered with moisture of condensation.

One of the reasons for this adoption was the reduced fire risk of electric drives.

Fire Risk Reduced

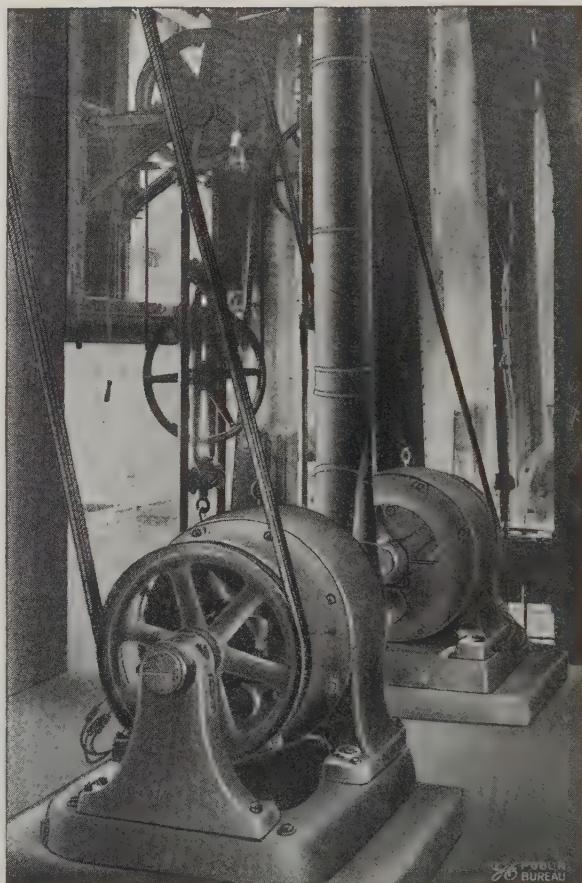
General Electric elevator motors are entirely enclosed receiving their ventilation where necessary from outside the building. There is no electric connection between the rotating and stationary parts of the motors. Bearings are dust and dirt proof, have ample size and are ring oiled from large oil reservoirs. These structural features make sparking impossible and greatly reduce the elevator's fire risk.

Sparkless Control Apparatus

General Electric elevator motors are controlled by oil switches which open the circuit under oil in a tight metal case. inflammable dust of an elevator.

Grain elevator drives recommended by the General Electric Company are best because they represent years of careful study by men who have installed electric drives in many of the largest grain elevators in this country. The records of these installations are before these experts when your elevator drive problem is considered. This is an important fact to remember—for engineering advice is valuable to you only as it represents specialized experience.

Write our grain elevator power experts for advice on your power problem. Any questions which you may wish to ask on this subject will be cheerfully answered without obligation to you.



GE VOLK BUREAU

No spark here to start trouble in the

General Electric Company

Largest Electrical Manufacturer in the World

SALES OFFICES IN THE FOLLOWING CITIES:

Atlanta, Ga.	Chicago, Ill.	Indianapolis, Ind.	New York, N. Y.	St. Louis, Mo.
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Boston, Mass.	Cleveland, O.	Los Angeles, Cal.	Pittsburg, Pa.	Spokane, Wash.
Buffalo, N. Y.	Columbus, O.	Minneapolis, Minn.	Portland, Ore.	Syracuse, N. Y.
Butte, Mont.	Denver, Colo.	Nashville, Tenn.	Richmond, Va.	
Charleston, W. Va.	Detroit, Mich.	New Orleans, La.	Salt Lake City, Utah.	
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Principal Office: Schenectady, N. Y.

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CONCRETE GRAIN STOREHOUSES

are fireproof and durable. The cost of maintenance and insurance of building and contents is reduced to a minimum. Grain keeps better in concrete and business is never interrupted by a fire. It is the only material the grain dealer who expects to remain in business can afford to use, and if he wishes to sell out, his plant is as good as new.

Write for Plans and Specifications to
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We design and build grain elevators throughout the Northwest.

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Especially Designed for Economy
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Designers and builders of grain elevators.
Elevator property bought and sold.

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for plans and estimates upon
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200 of our houses in operation.

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THE LATEST, THE BEST
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MODERN ELEVATORS?

YES, INDEED. Address the inquiry

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and satisfaction will be yours. Convincing
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28 years experience, that's not all, write me
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Also handle Machinery and Supplies.
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for plans and prices.

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Builders of Grain
Elevators in Wood and
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Contractor and Builder of Modern Up-to-Date
Country Elevators.

All work personally looked after—not in
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We are pioneers in this line and are building
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Wm. Graver Tank Works, East Chicago, Ind.

FINTON

Single

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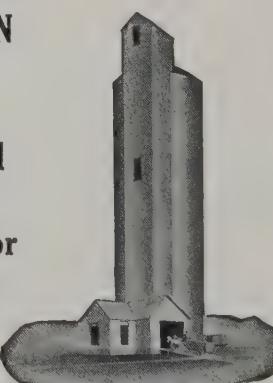
Elevator

10,000 to

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Bushels

Capacity



Four to 12 bins. Every part re-inforced con-
crete. Fireproof. Rat proof. No Repairs.
Lasts forever. Write for cost and other advan-
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Unsurpassed Facilities

We can now assure those interested
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On points of experience, merit, and right
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Give us an opportunity to prove it.

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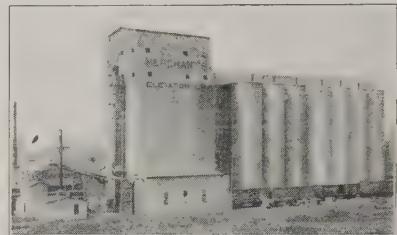
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GRAIN ELEVATOR BUILDERS

Better have
YOUNGLOVE
build your
ELEVATOR
than to wish you had.

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Grain Elevators Storage Tanks Ware Houses in WOOD or FIREPROOF MATERIALS

Estimates
Elevator and 6 tanks erected in 1908. 8 Tanks added 1910.
We design and erect GRAIN HANDLING OR STORAGE PLANTS
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This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, $8\frac{1}{2} \times 14$ inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

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ELEVATOR BELTING

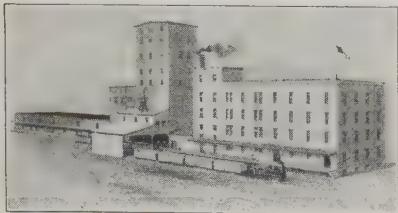
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The Value

of an "ad" is not measured by what it costs but by what it pays the advertiser.

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WE BUILD High Grade Milling Plants



IN
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Grain Elevators
and Power Plants
Steam, Gas
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A. E. BAXTER ENGINEERING & APPRAISAL CO.
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Studded Constructed Elevators



THIS illustration shows an elevator of our design in process of construction. We make complete plans and specifications. Our experience will make money for you.

—Write us.—

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Construction
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625 Board of Trade
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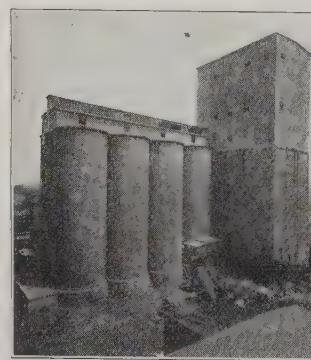


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WHEN YOU WANT an elevator built according to the most modern ideas and which will be satisfactory in every respect, write to me.

My years' experience in planning and building elevators will satisfy your every requirement and save your time and trouble in determining what is best.

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POWER PLANTS, MILLS
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All Types of Construction

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Designers and Builders of GRAIN ELEVATORS In All Parts of the World



Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y., consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete Grain Storage and 600 Foot Dock.

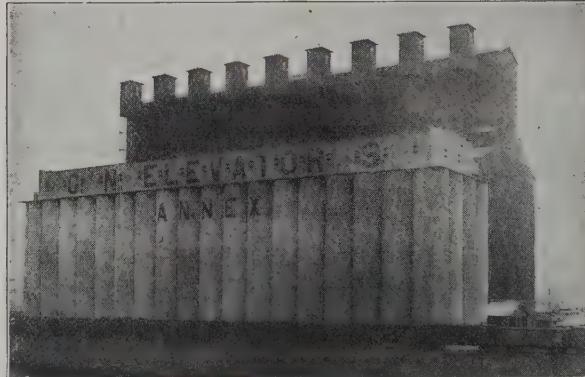
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W. R. SINKS, Manager

We also do General Contracting and have Offices in the following cities.

Write or call on any of them.

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GREAT NORTHERN RY. CO.
ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity
Reinforced Concrete

Built Complete in 120 Days by
The Barnett & Record Company
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CONTRACTORS AND ENGINEERS

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WITTE AND HOWE GASOLINE ENGINES, HOWE
SCALES, AVERY AUTOMATIC SCALES

WE FURNISH PLANS AND SPECIFICATIONS FOR MODERN GRAIN ELEVATORS

Pulleys, Shafting, Bearings,
Cast Iron boots, Steel Boot
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Bolts, Belting, Loading Spouts,
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Boilers, Heaters, Air Com-
pressors, Steam Pumps, Centri-
fugal Pumps, Portable Scales
Dormant and Counter Scales.

WAREHOUSE,
11TH AND NICHOLAS STREET

OMAHA, NEBR. Nov. 25, 1910.

To Our Customer:-

Yours of even date received, draft enclosed in full settlement for machinery bill has been credited to your account. Thanks for same.

We are very highly pleased, though not surprised, to learn that all the machinery and supplies proved entirely satisfactory. You say our prices, too were the lowest, which, we can assure you, is nothing unusual.

"Finer than silk," the term you apply to the Witte Gasoline Engine, is a good expression, and confirms what all users of Witte Gasoline Engines have to say of the same.

"Best Ever", as applied to the Improved Howe Wagon Scales aptly and truly describes this make of scales.

You say that you find the Avery Automatic Scale accurate and easy to handle, and far superior to other makes that you have examined. You are most certainly correct in this statement.

You mention that the Cleaner, Grinder, and Manlift pleased you to a "gnat's heel," and filled your requirements. You are to be complimented for the wisdom you displayed in their selection. We are simply responsible for having furnished All machines.

You recite that the Belting was "better than you expected" and that the Shafting, Hangers, Friction Clutch, Pulleys, Buckets, and even the Bolts, went together "fine and dandy", and work the same way. Well! That's as it should be.

You compliment us for prompt delivery, and careful execution of your entire order. We bear this reputation with the trade in general.

We feel good to hear that you will place your orders for Machinery and Supplies or Full Equipment with us, whenever you are again in the market.

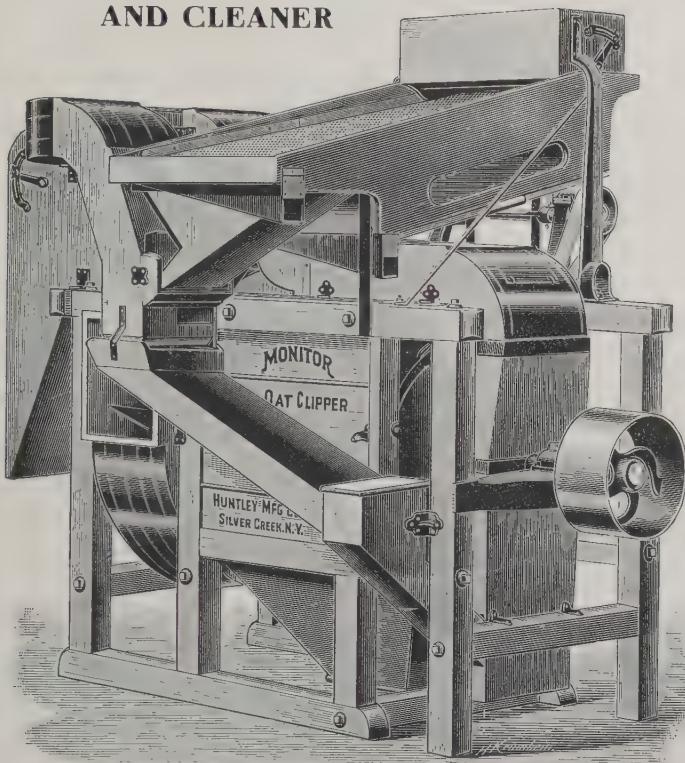
We appreciate your kind remarks, and wish to thank you for your expression of good will.

Very truly yours,
AMERICAN SUPPLY CO.

Manager.

P.S. Answering you as to our Stock, we assure you it is the largest in the West. Please see our Price List in next issue of the Grain Dealers' Journal.

MONITOR COMBINED OAT CLIPPER AND CLEANER



A modern oat clipper, a machine that has been considered the best constructed and most efficient oats clipper, by the largest dealers for 15 years. So to start with it is

1 Machine in 1

By placing a "carry-by-spout" on this machine, grain is carried outside of the clipping cylinder. Thus two screen separations and two air separations can be secured and ordinary grain cleaning work is accomplished. You can easily see that this is virtually

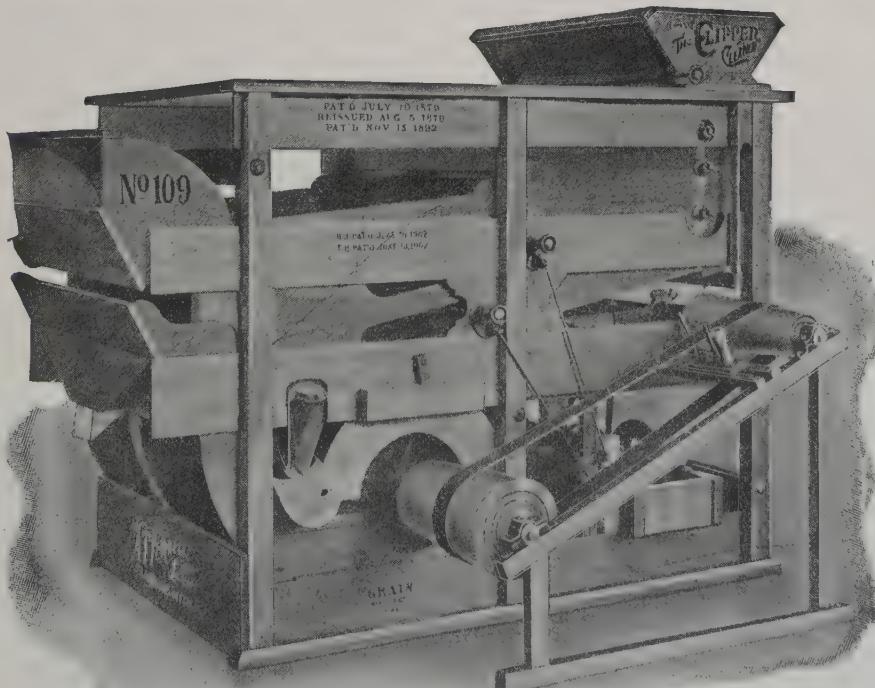
2 Machines in 1

In as much as the adjustment of the cylinder admits of this machine being used as a wheat scourer or smutter, it is in reality

3 Machines in 1

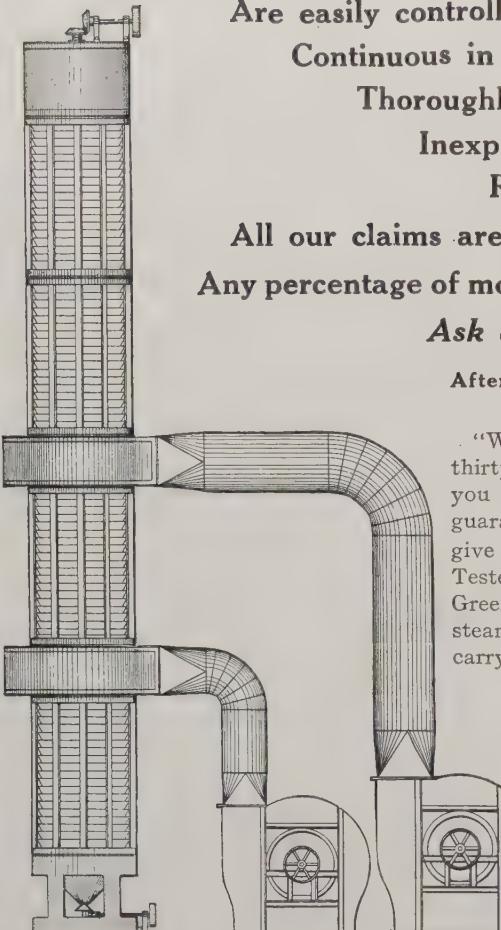
HUNTLEY MFG. CO.
Silver Creek, N. Y.

The No. 109 Clipper Cleaner



Is unequaled for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens, which enables you to keep it working to its full screen capacity all the time. It is very light running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horsepower on clover or any kind of seed, nor over one horsepower on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

"EUREKA" GRAIN DRYERS



Are easily controlled,
Continuous in operation,
Thoroughly Reliable,
Inexpensive to install,
Results are Uniform.

All our claims are fully substantiated.
Any percentage of moisture can be removed.

Ask a User.

After a season's work, C. N. Adlard,
of Piqua, Ohio, says:

"We used the Corn Dryer on about thirty cars last Fall, and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour, with 30 lbs. of steam, and put it in condition for carrying four weeks to New England.

Our Broker said we had the best corn that had arrived in that section.

We would not be without the Dryer at any cost."

Sole Manufacturers

THE S. HOWES COMPANY
Grain Cleaning Machinery Specialists
"Eureka Works," Silver Creek, N. Y.



Cover's Dust Protector



Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., South Bend, Ind.



RATS & MICE EXTERMINATED SCIENTIFICALLY

With RATITE. No Danger. No Odors
PASTEUR LABORATORIES OF AMERICA
Room 862, 325 Dearborn St., Chicago, Ill.



GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors. Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.



THE ATLAS CAR-MOVER

Manufactured exclusively by
The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

PATENTED

An Ideal Equipment

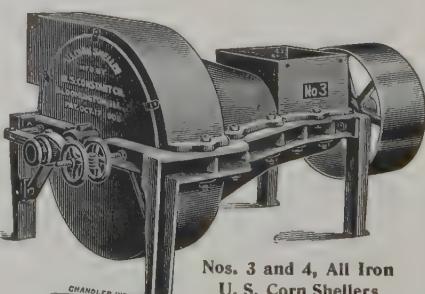
CONSISTS OF OUR

Self - Locking Rail Dumps, B. S. C. Chain Drag, U. S. Corn Sheller, U. S. Corn, Oats and Wheat Cleaner, Ball-Bearing Safety Manlift, Dandy Turn Heads, Dust Collector, Elevator Boots and Heads.

Any contractor will furnish our specialties if you will specify them. So don't forget.

B. S. C. Chain Feeder and Conveyor

Catalog No. 2 and our Expert's Services are yours free of charge.



Nos. 3 and 4, All Iron
U. S. Corn Shellers

B. S. CONSTANT CO., Bloomington, Ill.

The Triple Self-Locking Seal



has three separate locks. Cannot be opened or picked without mutilation.

Initials and numbers printed or embossed as desired.



Requires no sealing press, thereby saving much time in sealing cars.

To lock: Insert loose end in mouth of case and crowd back to shoulder of same, when all three locks will snap into place.

Send for Samples and Prices

Chicago Car Seal Company
380 N. Green St. CHICAGO, ILL.

A
“WIRELESS”
on
“RUBBER BELTING”
is of
Extreme Interest
to all
Rubber Belt Users

FREE UPON REQUEST

W. H. SALISBURY & CO., Inc.
“PIONEER RUBBER HOUSE OF THE WEST”

EST. 1855

CHICAGO

ILLINOIS

Roofing as Permanent as the Foundation

The only ready roofing to which this applies is J-M Asbestos. It is the only one made from indestructible asbestos (stone) fibre, combined with Nature's wonderful weatherproofer, genuine Trinidad Lake Asphalt.

J-M Asbestos Roofing

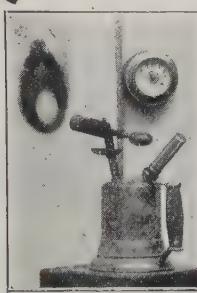
has no skin coat of paint or gravel surface to wash or wear off. It is a permanent roof, and never has to be painted.

Add to this its wonderful fireproof qualities, and you will readily see why it is in a class by itself.

Note the blow torch test illustrated below. Any other ready roofing would burn up in a few minutes if subjected to this test.

In J-M Asbestos Roofing you have the benefit of our half century of roofing experience. Let us prove its superiority to you.

A postal to our nearest branch will bring you samples, Catalog No. 303 and full information by return mail.



In this test the flame of a powerful blow torch was placed within two inches of J-M Asbestos Roofing. At the end of fifty minutes the roofing was not burned or injured, being only slightly blackened with smoke.



H. W. Johns-Manville Co.
ASBESTOS

Manufacturers of Asbestos and Magnesia Products, Asbestos Roofings, Packings, Electrical Supplies, Etc.

Baltimore
Boston
Buffalo
Chicago
Cleveland
Dallas

Detroit
Kansas City
London
Los Angeles
Milwaukee
Minneapolis
St. Louis

New Orleans
New York
Philadelphia
Pittsburg
San Francisco
Seattle
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E **DISON**
BSCO
PRIMARY BATTERIES

will do your work better, no matter what that work is; give higher efficiency, more thorough reliability and at lower cost for renewals, maintenance and labor than any other batteries made.

Write today stating your requirements and we will send full information.

EDISON MANUFACTURING COMPANY

49 Lakeside Avenue, Orange, N. J.

SNAP IT ON—Requires no sealing iron or other tools; simple, yet effective.



We number as desired.
Order now for your season's supply.
AUTOMATIC SEAL CO., DETROIT, MICH.

Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Self-Locking Car Seal, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price, \$3.50 per 1,000. Samples free.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.



You may need some special equipment for handling this

Big Corn Crop

We have it, also all kinds of Elevator Machinery and Supplies. Write us about your requirements.

Grain Dealers Supply Co.

CLAUS, BLAND & CO., Proprietors
305 So. 3rd St., Minneapolis, Minn.

BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES
GAS AND GASOLINE ENGINES
SEND FOR PRICES

THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio



ASK THE PEOPLE WHO HAVE USED THEM

If you contemplate buying a car loader and doubt our ability to make good any of the many claims we make as to the merits of ours, tell us what it is and we will refer you to people who have used these loaders all the way from one to nine years and know what the machines will do.

Ask for the names of as many as you will write to and we will furnish them. The experience of others is a good guide, but you don't have to depend on that as you can get one on approval, and if you are not satisfied with it in every respect you may return it at our expense. But we don't think you will want to let it leave your house, for not a loader shipped by us during the last 22 months has been returned and there was nothing to prevent any one from sending his back had he wanted to do so.

We have them in five sizes, so when you write us please say how many bushels per minute you wish to load.

MAROA MANUFACTURING CO., DEPT. MAROA, ILL.

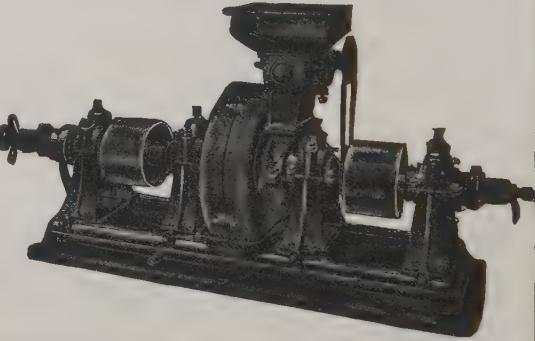
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



COMBINED Grain Cleaner and Pneumatic CAR LOADER

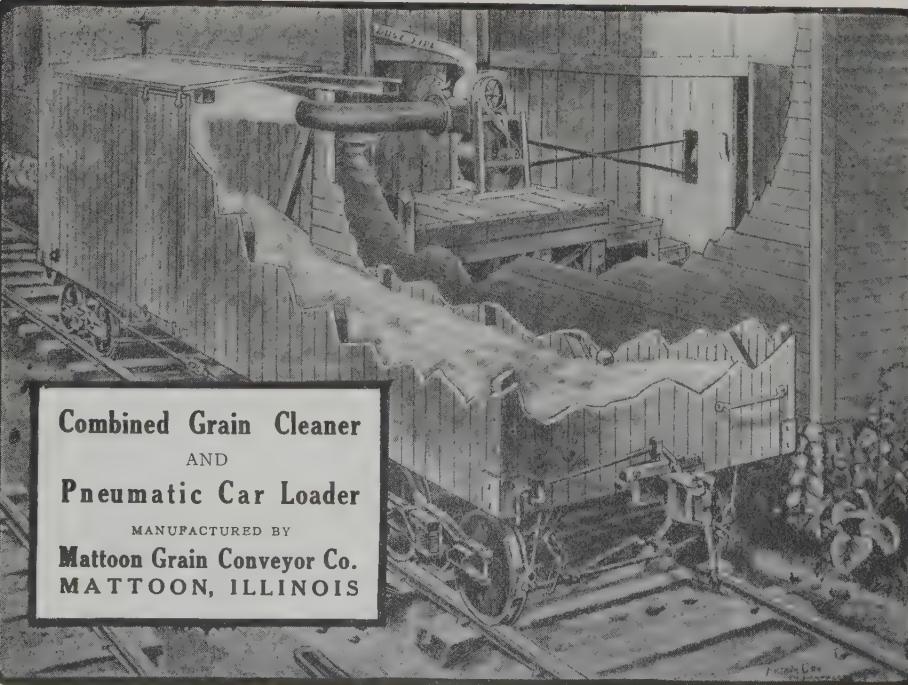
The ONLY Machine That Will Clean and Load at the Same Time.

The ONLY Car Loader That Will Not Damage the Grain.

The ONLY Car Loader With Automatic Loading Spout Which Insures Even Distribution of Grain in All Parts of the Car.

For Descriptive Circular and Prices, Address

Mattoon Grain Conveyor Co.
Mattoon, Ill.

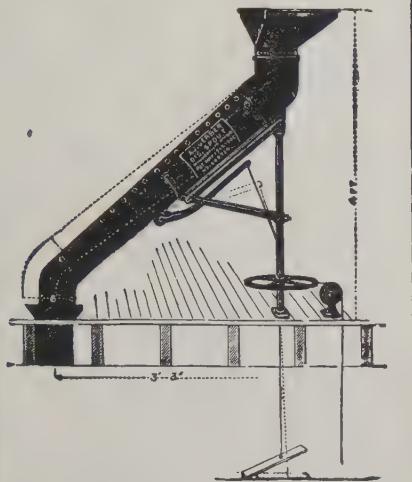


Combined Grain Cleaner AND Pneumatic Car Loader

MANUFACTURED BY
Mattoon Grain Conveyor Co.
MATTOON, ILLINOIS

Good Spouts Reasonable Prices

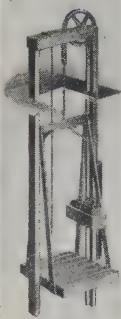
That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER
MINNEAPOLIS MINN.

SUCCESS SAFETY MAN LIFT

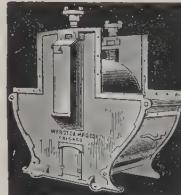


Install one in your elevator and save climbing and 10c per hundred on insurance. Write for circular and price.

HASTINGS
Foundry & Iron Works
HASTINGS - NEBR.

Elevator Supplies

We manufacture a complete line of grain-handling machinery including



**SPOUTS,
BOOTS,
Clutches,
Buckets,
Pulleys,
Belting, Etc.**

We carry a stock on hand and can make prompt delivery. Consult us when planning improvements.
Write for catalog.

K. C. Mfg. & Supply Co.
Kansas City, Mo.

Do you remember what grain distribution was before the advent of the "Hall"?

Compare the range of usefulness then and now, and the quality. Not until the

**Hall
Signaling
Distributor**

were brought out could grain distribution be brought to efficiency. You remember the slopping, mixing, patching, fussing work in distributing grain, and the loss, the mixed grain, the repairs, the wasted time, before you installed the HALL. Everybody should know this.

HALL DISTRIBUTOR CO.
222 Range Bldg., Omaha, Nebr.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

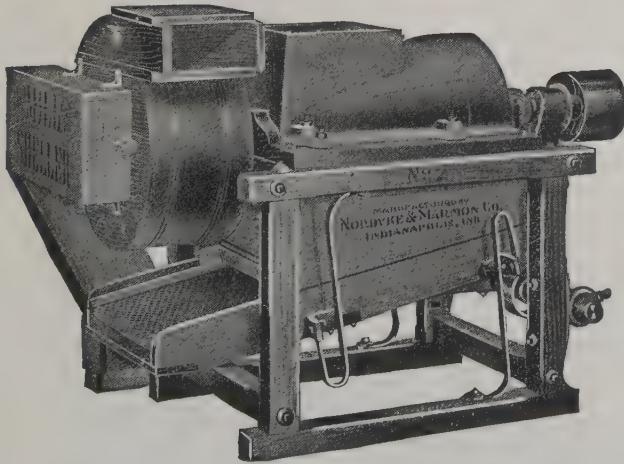
LIGHTEST RUNNING (Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.
Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana



FEED MILLS



MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

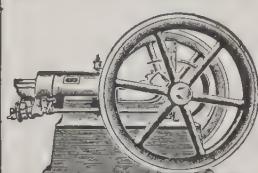
WITTE GAS & GASOLINE ENGINES

The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

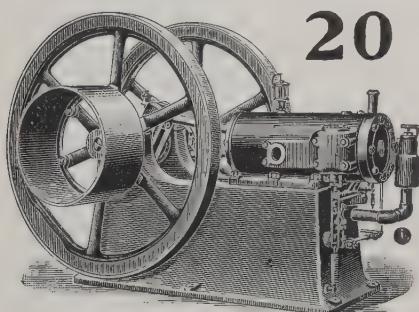
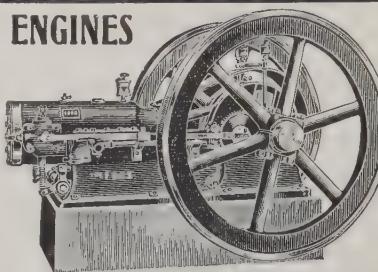
WITTE IRON WORKS CO.
1626 Oakland Ave., Kansas City, Mo.



FOOS GAS and GASOLINE ENGINES

Economy, close regulation and highest efficiency obtained from the Patented Wipe Igniter, Straight Line Counterbalance and Direct Lift Vertical Poppet Valves. All improvements tested by 24 years of exclusive Gas Engine building, resulting in high grade efficiency, convenience and durability, more complete than any other on the market. Engines 2 to 90 H. P. Horizontal type described in catalogue No. 20.

THE FOOS GAS ENGINE CO., Springfield, Ohio
Largest exclusive gas engine plant in America



20 Years' Trial

For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

PROVES ITS SUPERIORITY

These engines are built for long service. In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

J. Thompson & Son Mfg. Co., Beloit, Wis.

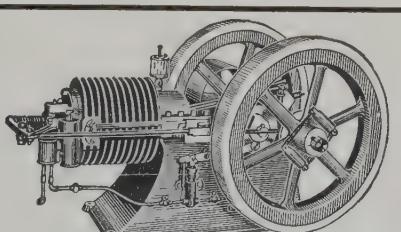
RUBBER BELTING

The Gutta Percha and Rubber Mfg. Co.

Catalog

CHICAGO

Samples



SAVES GASOLINE—This engine runs on $\frac{1}{2}$ less gasoline than any other maker. Let us prove it. Try one in your elevator for 30 days FREE. The cylinder is cooled without the use of fans or water, there is nothing to "freeze up." Many large firms use this engine exclusively. We will be glad to furnish you their names.

GADE BROS. MFG. CO.,
116 Main St., Iowa Falls, Iowa

THE PRACTICAL GAS ENGINEER

5th Edition.

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL
255 La Salle Street — Chicago

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plan. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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West Jackson Boul.
CHICAGO, ILL.



(Patented)

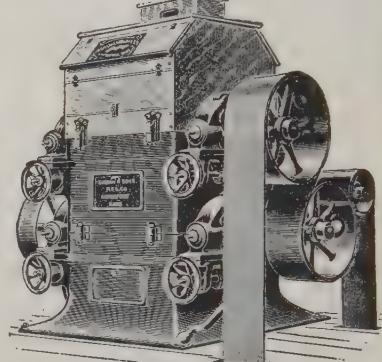
BIG CAPACITY Corn and Feed Mill

But that isn't the only advantage of this Ehrsam Two-High mill. It's made of finest materials for strength and long service. Frame is all cast iron—and arranged so that rolls can easily be removed for grinding and corrugating. Don't decide on any corn and feed mill till you get all the facts about the

EHRSAM "TWO-HIGH"

furnished with belt or gear drive on slow side, as desired. Grinds coarse or fine meal, barley, graham flour, linseed meal, rye, corn chop, etc. Best for each. Built for rolls nine inches in diameter. Send your name now for all facts. Address

THE J. B. EHRSAM & SONS MFG. CO.
2 Factory St., Enterprise, Kansas
Mill and Elevator Supplies of Every Description

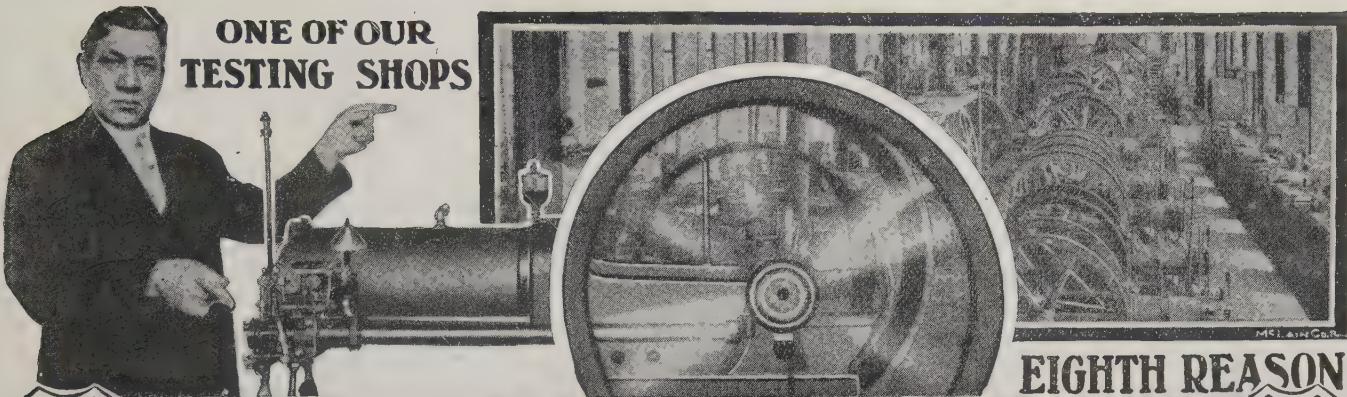


"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71 $\frac{1}{2}$ % to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



“New Cyclone 1905”

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.



EIGHTH REASON

Why OTTO Products are Cheapest

McLAIN C. PHILA.

FORTY odd years ago when Dr. N. Aug. Otto invented the first successful gas engine, we had a hard time to overcome the attitude of skepticism so many power users assumed toward the gas engine.

Then, after we had proven the success of the Otto Gas Engine so many unscrupulous manufacturers began to spring up who took advantage of the public's meagre knowledge of gas power by placing unreliable engines on the market, that our task became doubly difficult.

One of the things which has (probably more than anything else) enabled us to eliminate this feeling of skepticism and to establish so firmly the Otto Gas and Gasoline Engines and Otto Suction Gas Producers as the most economical of all prime movers is the absolute dependability which we have always guaranteed and accomplished in these products.

The above picture illustrates the final, conclusive reason for this dependability.

After all, in spite of the infinite care we take in the selection of raw materials and in the construction of every detail—actual operation—real hard work is the only criterion we will accept when it comes to calling our engines complete and ready for you, the user.

That's why we show in the picture, one end of our testing shops. Every engine is subjected to both brake and indicator tests and you can have a certified copy of the test of the very engine you buy. Invariably you'll find each engine rated UNDER its real capacity instead of OVER—as is usually done.

And this test doesn't merely cover what h. p. each engine is capable of producing, but also certifies that the specified h. p. will be produced under certain conditions, namely—that the fuel consumption will not exceed the amount guaranteed in our specifications, that the engine can be run at its maximum speed for practically an unlimited length of time without undue friction on the bearings or the heating up of boxes, etc. Thus the possibility of Otto products leaving the factory with the slightest imperfection in either construction or operating efficiency is practically eliminated.

Now, this is only one detail. Will you find out what we can do for YOU by sending in the attached coupon right now, while you're thinking of it?

The Otto Gas Engine Works, 3213 Walnut St., Philadelphia, Pa.

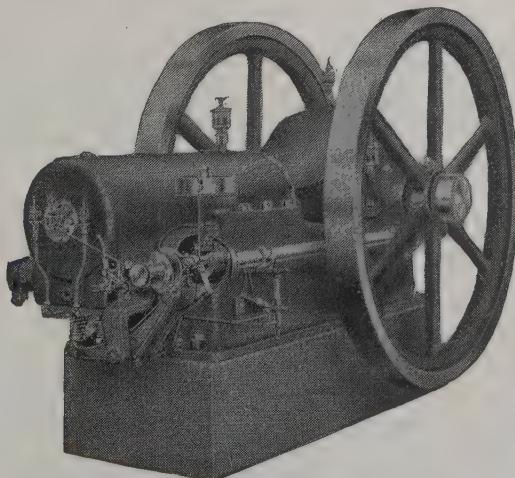
Branches:—Chicago, Boston, New York, Pittsburgh, Omaha, Kansas City, Minneapolis, San Francisco

COUPON

OTTO GAS ENGINE WORKS, PHILA., PA.
Gentlemen:—Repaying to your ad. in Gr. Dealers Jour. Nov.
ember, send me catalogues, etc., together with approximate
estimate for installing an Otto Engine of..... H. P.
To be used for.....
Name.....
Firm Name.....
Address.....

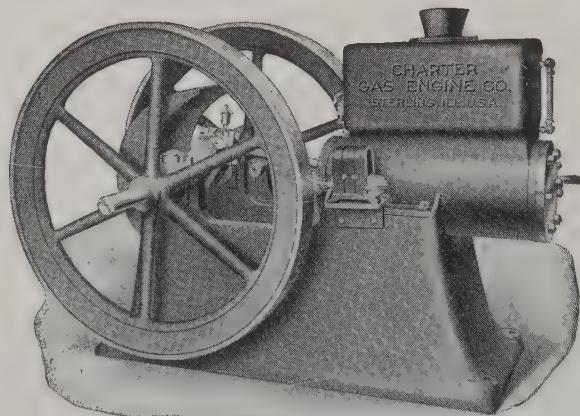
THE FIELD THE DE LUX ENGINE AN ELEVATOR ENGINE

Write us for a list of elevators using THE FIELD



MFG. BY
THE FIELD-BRUNDAGE CO.
JACKSON, MICH.

Last Issue it was 16 Years Constant Use in Elevator—Note this is 20



A CHARTER IN USE OVER TWENTY YEARS

Jacksonville, Ill., Oct. 14, 1910.

Charter Gas Engine Co., Sterling, Ill.

Gentlemen:—Yours of Oct. 7th at hand and contents noted. Have been away from home or would have answered sooner. In reply will say I have a Charter Engine in my elevator at Markham, Ill., that has been in use more than twenty years and runs good. Don't believe you can wear it out in one hundred years.

Yours respectfully,

W. B. GROVES, R. F. D. 7, Jacksonville.

Original Gasoline Engine of the World

100 H. P. and smaller for All Kinds of Work

Gasoline, Kerosene, Naphtha, Distillate, Gas, Fuel Oil
(Very Economical)

Send for Catalog and Give Your Specifications

CHARTER GAS ENGINE CO.

Box 509 Sterling, Ill., U. S. A.

John Dower of the St. Louis Merchants Exchange, says:

"A Correct Scale
is essentially the most important factor in a shipper's financial success."



Portable Bagger

To CONVINCE you our Scale is correct—always correct regardless of irregular elevating, settling of elevator, trashy grain, or drowsiness of elevator helper—we will ship you one on sixty days' trial.

Surely this offer should give you confidence!

Write today for Catalog.

National Automatic Scale Co.
BLOOMINGTON, ILL.

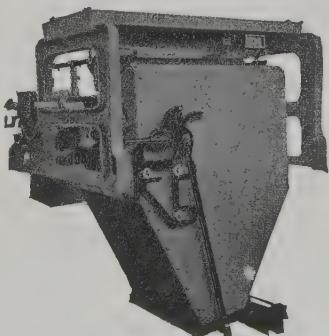
Why Put Back The Clock?

Your neighbor has installed the RICHARDSON AUTOMATIC SHIPPING SCALE and solved the vexed question of variations in weights!

Why muddle along and lose money through variations of that antediluvian hopper scale or experimental automatic?

Ask the man who knows and don't be a back number, but keep abreast of the times by adopting modern methods.

It will solve the question why you are losing money.



Richardson
IS
The Name for Quality
—
Specialists
ON
Automatic Scales

Richardson Scale Company

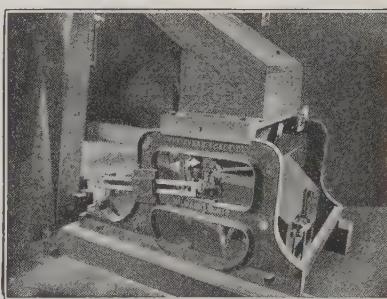
6 Park Row, New York

122 Monroe St., Chicago

415 Third St. So., Minneapolis

P. O. Box 876 Kansas City

A V E R Y



**WEIGH
YOUR
SCALE
BEFORE
BUYING**

YOUR BANK BALANCE FIGURES

FOLLOW THE LEAD OF
YOUR WEIGHT FIGURES

Would you trust the handling of your BANK ACCOUNT
to the first man to ask you for it without investigation?

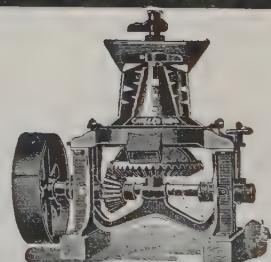
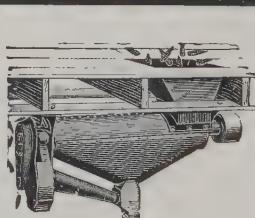
**YOUR SCALE RUNS YOUR
BANK ACCOUNT**

GET ITS REFERENCES!

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

Triumph Corn Sheller
and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Standard Cleaners
Cleans
Clean

When you buy a cleaner you want a cleaner—not a fanning machine. Ours are "Standard" in name and quality. They have proven themselves. You will be interested in our exclusive features, owned and controlled by us. WRITE US TODAY—NOW.

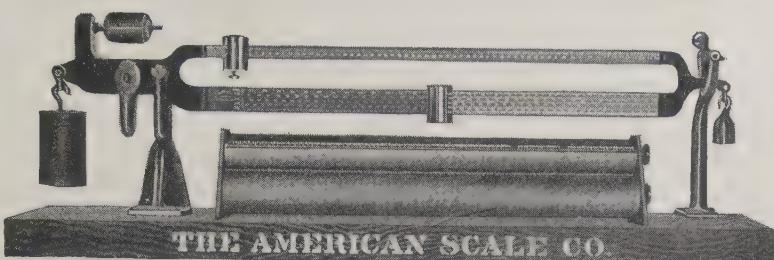
The International Manufacturing Co.
CRESTLINE, OHIO

C H E C K
your
reduc-tions
of
pounds to
bushels by
using

**Clark's
Carload
Grain
Tables**

New edition
revised and
enlarged.
Price, \$2.50.

**GRAIN DEALERS
JOURNAL**
Chicago, Illinois



This Computing Beam and Grain Calculator gives you the correct number of bushels and pounds of grain and the exact amount in dollars and cents of any load.

Saves time and errors. Send for catalogue.

We manufacture a full line of Wagon, Wheelpart and Warehouse Scales.

AMERICAN SCALE COMPANY, 2130 Wyandotte St., Kansas City, Mo.

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

CHICAGO SCALE COMPANY

Require No Pit
Strong
Accurate
Durable
Write for Catalogue



Manufacturers of all Kinds of
U. S. STANDARD SCALES
Best Scales Made For
Stock, Hay, Grain and Merchandise

Official Scale at all Fat Stock Shows
Highest Premiums Awarded at all Expositions

Only Scales Made Arranged to Hang in SOLID STEEL FRAMES

The Strong-Scott Mfg. Co. Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

Too
bad
you
got
“stung”
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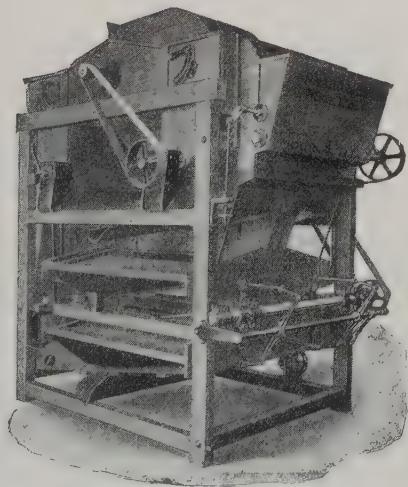
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We also make other separators of all kinds, Oat Clippers and Scourers, Feed Mills of all kinds, etc.
In short we furnish complete equipments for Grain Elevators, Malt Houses, Cereal, Corn, Feed, Flour and Cement Mills.

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Our Double Side Shake Separator has all the latest improvements.

The bearings are all chain oiling, are dust proof, have large oil wells, are fitted with brass grease cups and are of extra length.

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It has two kinds of sieve motion, sieves with motion in line with the travel of the grain and sieves with side shake.

All sieves are kept perfectly clean with our new sieve cleaning device which works underneath the sieves.

The regulation of the feed and adjustment of every part is of the latest pattern and superior to any other machine of its class.

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In short we furnish complete equipments for Grain Elevators, Malt Houses, Cereal, Corn, Feed, Flour and Cement Mills.

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

ONE NEW KING CAR LOADER for sale cheap. Harry E. Surface, Granville, Ill.

PORTABLE CORN DUMP for sale. In good condition. \$35.00. The Raymond F. Lipe Co., Nicholas Bldg., Toledo, Ohio.

FOR SALE CHEAP, one Hess wire cloth spout for cooling and cleaning corn, practically new, size 12x24x20. Address The Goemann Grain Co., Mansfield, Ohio.

NO. 8 BOWSHER FEED GRINDER with sacking elevator for sale. Mill in first class shape. Price \$55. Douglass, Kansas. Raymond & Son.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—2 16 h. p. Lambert gas and gasoline engines. 1 No. 0 Barnard & Leas sheller and cleaner combined, 74 ft. elevator belt with 5x8 buckets. All as good as new. The Mull Grain Co., Manilla, Ind.

COMPLETE 60 TO 80 BBL. MILL outfit, including all elevator and conveyors, 3 double 9x24, 2 double 9x30, 5 double 6x18 and 4 double 6x20 roller mills. A large number of purifiers, sieve bolters and reels. 4 flour packers and 1 brand packer; 3 pair high 9x18 Noye roller mill; 3 pair high 9x12 Smith. Thos. McFeely, 232 Bourse Bldg., Philadelphia, Pa.

ALL THE MACHINERY from the large Hyde elevator at La Crosse for sale, consisting of belts, grain cleaning machine, dust collectors, fans, 9 hopper scales with hoppers, seven elevators with belts, cups, boots and tank complete, pulleys, shafting, friction clutches, new cups, boxes, engine room machinery and many other items all at a bargain. La Crosse Wrecking Co., La Crosse, Wis.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, Left drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sale):

1 No. 4 Richmond Milling Separator, capacity 125 to 150 bus. per hour.

1 No. 5 Monitor Milling Separator, capacity 100 bus. per hour.

Feed Mills, 9x30, 3 pair high, Wolf. 9x24-3 pair high Allis, 7x14-3 pair high Richmond, 9x14-2 pair high Allis.

Roller Mills, 9x30 Stevens single; 9x18, 9x24 and 9x30 Allis, Stevens, Barnard & Leas Nordyke & Marmon and Case double. Attrition Mills, 19 inch and 24 inch Foos, 24 inch Monarch, 30 inch American, 24 inch Cogswell.

Corn Crushers, Nos. 7 and 12 Sullivan; No. 7 Bowsher; No. 1 Foos.

Elevator Belts.—A big lot with buckets attached of various lengths and sizes.

Pulleys.—A big lot, both wood and iron, from 3 inch to 10 foot diameter.

Write for Catalog No. 66 G.

B. F. Gump Co., Mill and Elevator Machinery, 481 S. Clinton St., Chicago.

MACHINES FOR SALE.

ONE MARSEILLES CORN SHELLER size 1, one No. 10 Boss car loader and one Western suction fan cleaner for sale. A. H. Richner, Crawfordsville, Ind.

ONE NO. 8 MONITOR scouring machine, one Wolf patented inter-elevator flour dresser and one Unique flax grinder for sale. All in good shape, the last two nearly new. Address United Grain Co., Minneapolis, Minn.

EASTERN S. DAK. For sale—complete equipment for 50 bbl. flour mill, including engine and new 50 h. p. boiler. All machinery has been overhauled and rolls recorragated. Will sell all or part at a bargain. Address V. E. F., Box 9, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINES—BOILERS.

WANTED TO EXCHANGE 35 n.p. boiler in good condition for 15 to 18 h.p. Fairbanks-Morse self starter gasoline engine, vertical or horizontal type. Address Pollock Grain Co., Middle Point, Ohio.

A 20 H. P. STEAM ENGINE and 25 H. P. boiler with 40 ft. of smoke stack. Chandler & Taylor Co. make. This engine has been run under careful conditions and is as good as new. Bryce Farmers Grain Co., P. O. Milford, Ill.

POWER EQUIPMENT FOR SALE. A great opportunity for the party that wants a good engine and boilers at a way down price. See the Monitor Drill Company, St. Louis Park, Minn., who will sell the following on account of installing a larger plant and needing the room: One 16x36 Atlas Corliss engine, fly wheel 11 ft. 6 in. diameter, 22 in. face; two 16 ft. x 60 in. Atlas engine works tubular boilers; 52 4 in. flues; (these boilers are good for 60 lbs. working pressure); one Webster Star vacuum feed water heater. Purifier and filter, right hand 150; this apparatus is all in first-class working order.

REBUILT ENGINES AND BOILERS. ENGINES—CORLISS: 20x48 Wheelock, 18 x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14½x16 Buckeye, 11x16x12 Buffalo Compound, 13½x15 Taylor, 13x16 Erie, 13x18 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armstrong & Sims, 11x16 Atlas, 10½x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinker-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10 x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8½x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

ROCK PHOSPHATE.

ROCK PHOSPHATE makes grain. Ask for crop chart. The Farmer's Phosphate Co., Urbana, Ill.

GASOLINE ENGINES.

One 15 H. P. GAS ENGINE for sale in good condition. Address S. Bash & Co., Ft. Wayne, Ind.

ONE 25 H. P. GAS or gasoline engine for sale at a sacrifice. Callahan make; good as new. Kingscreek Milling Co., Urbana, Ohio.

GET OUR BIG LIST of slightly used gasoline engines and our prices. They will interest you. Gas Power Engineering Co., Milwaukee, Wis.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

17 H. P. GAS OR GASOLINE engine for sale. Fairbanks make, self starter. Michigan City Paper Box Co., Michigan City, Ind.

15 H. P. WITTE gasoline engine for sale cheap, with tanks, piping, clutch pulley, etc. Independent Electric Machinery Co., Kansas City, Mo.

25 H. P. FAIRBANKS-MORSE gasoline engine for sale. Complete and ready to run. Practically new. Price \$500. Gilboa Grain Co., Gilboa, Ohio.

ONE 8 H. P. HOWE GASOLINE engine for sale. Complete and in running order. Reason for sale, putting in motor power. Harvard Co-Operative Grain & Live Stock Co., Harvard, Nebr.

FOR SALE—One 5 h. p. Termaat & Monahan gasoline engine, one 15 h. p. Nash vertical, one 50 h. p. Miller, improved. Gregory Electric Co., 16th & Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.

44 H.P. Fairbanks-Morse.

25 H.P. Columbus.

25 H.P. Fairbanks-Morse.

22 H.P. Fairbanks-Morse.

15 H.P. Fairbanks-Morse.

12 H.P. Fairbanks-Morse.

6 H.P. Fairbanks-Morse.

4 H.P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

MODERN RAILROAD TRACK SCALE in first class condition for sale. Geo. C. Bagley Elev. Co., Minneapolis, Minn.

TWO UNION AUTOMATIC SACKING scales for sale. Almost new and in good working order. Address The Illinois Grain Elevator Co., St. Louis, Mo.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

FOR SALE—A good 38 ft. Fairbanks R. R. scale, weighing 120,000 lbs. In good condition. Price to suit purchaser. Owing to change in R. R. grade required a change to automatic scales. Teegardin & Taylor, Ashville, Ohio.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

The GRAIN DEALERS JOURNAL.

ELEVATORS FOR SALE.

CENTRAL SO. DAK. ELEVATOR for sale. Big money maker. Address S. D., Box 10, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS OF 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

SOUTH OKLA. Wanted to sell 4-70 saw gin and 25,000 bu. elevator, combined or separately; all or half interest; located in one of finest sections of South. Okla. Terms liberal. Address X. Y. Z., Box 11, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO. For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

CENTRAL ILLINOIS. For sale, 15,000 bu. elevator on Wabash R. R. in Cent. Ill. in good corn, oats and wheat belt; good black tilled soil, good crops. Offer cheap; good reason for selling. This is a bargain. Address D. O. N., Box 3, Grain Dealers Journal, Chicago, Ill.

OHIO. Elevator for sale in N. W. Ohio, 10,000 capacity. Big corn crop ready to handle. Located on two railroads; never any car famine here. No scopers and grain always handled at a good profit. A great bargain. Write us today. Tri-State Elevator Co., Hicksville, O.

CAVALIER CO., N. DAK. A good 35,000 bu. capacity elevator for sale in Cavalier Co., N. D. House in good repair and first class in every respect. Crops good; will make terms. Must sell on account of wife's health. Address A. P. R., Box 4, Grain Dealers Journal, Chicago.

TEXAS ELEVATOR FOR SALE. Capacity in bins 20,000 bu. Warehouse storage, 10 cars, hay storage, 20 cars; ear corn crib, 2,000 bus.; cotton seed warehouse, 2,000 bu.; 1,000 tons coal storage. Equipped with all machinery. Can handle with least expense 5 cars in and out daily. Town 8,000 and good grain point. One block from Santa Fe R. R. Address Texas, Box 5, Grain Dealers Journal, Chicago.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex, Box 10, Grain Dealers Journal Chicago, Ill.

KANSAS. For quick sale 10,000 bu. capacity grain elevator. Two large cement dumps, ear corn or threshed grain, fine sheller, cleaners, grinder, gas engine and everything necessary for successful handling of all kinds of grain; gravity lead to sheller. Is doing heavy business and in excellent condition. Owner did more than \$160,000 worth of business last year and cleared more than \$5,000 net. Best location in Kansas, being in Sumner Co. Best grain section in the west. Price \$6,500 cash for quick sale. Could give terms on part. Address F. L. D., Box 7, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

EMERSON, IOWA. 30,000 bu. capacity cribbed elevator and ice plant for sale. Both doing a good business. No trades considered. Address J. W. Crawford, Emerson, Iowa.

CENTRAL WISCONSIN elevator and feed mill for sale. Well established run for years. Owner has made enough money, wants to retire and go to California. A big bargain if sold at once. Address Peter, Box 9, Grain Dealers Journal, Chicago.

SMALL ELEVATOR, coal and cement block business for sale. Buildings new and complete; 35 h. p. gasoline engine, 5 stands of elevators, meal and feed mills. Location splendid. Price right. Full particulars upon application. Address W. H. Allenbaugh, Greenup, Ill.

SOUTHWESTERN MINNESOTA. Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator for sale. On B. & O. S. W. R. R. Ship about 125 cars of grain, 75 cars of hay and handle about 40 cars of coal per year. Capacity 25,000 bus., outside ear corn crib 10,000 bus., 25 h. p. gasoline engine, Western corn sheller and cleaner. Price \$6,500. Address H. E., Box 7, Grain Dealers Journal, Chicago, Ill.

MISSOURI. Elevator for sale in grain belt of Mo. on Wabash R. R. 90 miles east of Kansas City. Flour, feed and meal business in connection. No competition. Good business. Machinery all new. Price reasonable, terms easy. Poor health cause of selling. Address K. E. Y., Box 6, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA ELEVATOR for sale. Good as new. Handles from 75 to 100 cars of grain a year. Also salt, cement and good coal business handling from 60 to 80 cars of coal yearly. Good feed grinder. No competition; in a good town of about 750 population and good farming country. Will sell right. For further information inquire of T. J. Connell, Milton, Ind.

150 BBL. CANADIAN MILL AND 35,000 bu. elevator for sale, 250,000 bu. wheat, 5,500 sq. miles tributary territory. Lots of custom work; big market; cost upwards \$45,000; much less will buy. Small cash payment, long time and low interest on balance. Town gives bonus and free taxes. This is a snap. Particulars, Geo. F. Mug, LaFayette, Ind.

\$4,000 WILL BUY a 6,000 bu. elevator and 150 ton hay warehouse in Central Ohio, 25 miles out of Columbus. Also handle feed and coal; good opening for lumber yard; no competition; handling about 50,000 to 75,000 bus. of grain and 150 to 200 cars of hay annually. Right man can make good money. Want to retire from business. Address J. E. Pierson, Condit, Ohio.

SOUTH DAKOTA. 25 M. bu. capacity cribbed and modern throughout elevator, in best wheat belt in So. Dak. for sale. \$5,500 takes it, best location in town; only four other elevators, best of competition, large territory. Write to undersigned if interested only. Rush, I am going to sell. Address Dak. Box 8, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA ELEVATOR for sale, located on P. F. W. & C. Ry. Capacity 20,000 bus. Grist mill, hay and coal sheds in connection; handles 150 cars of grain, 300 cars of hay and 100 cars of coal annually; equipped with up to date machinery; in town of 1,800. Interurban Ry. running alongside of elevator. A money maker for the right man. For further particulars address R. O. E., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NEBRASKA. For sale or lease my elevator in Union, Nebr. 10,000 bu. capacity; good location, fully equipped. Address W. B. Banning, Union, Nebr.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

OHIO—For sale, 2 elevators, mill and coal yard. Handle 240 cars grain and 80 cars coal. No competition. Address O. H. I., Box 9, Grain Dealers Journal.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

FT. WAYNE, IND. For sale grain elevator and hay barn near Ft. Wayne. Good location; good margins. \$5,000, one-fourth cash, balance easy terms. Would separate the grain and hay business. Address John Wiser, Nicholas Bldg., Toledo, Ohio.

NEBRASKA. For sale—30,000 bu. capacity elevator on B. & M. Ry. within 50 miles of Lincoln, Nebr. Good grain point, good competition, good elevator. Can give possession at once. Address S. H. W., Box 9, Grain Dealers Journal, Chicago, Ill.

MINNESOTA, 55 miles from Minneapolis, elevator for sale. At good station; county seat, 10,000 inhabitants, good schools and churches. Plant in perfect order, electric power, modern machinery; good feed and flour business in connection. Good reasons for selling. Address Sota, Box 10, Grain Dealers Journal, Chicago.

ELEVATOR IN ALLEN COUNTY, OHIO, for sale. Capacity 16,000, good shipping for grain, hay and seed, handling 150 cars of grain annually; coal sheds in connection. Practically new elevator and equipped with up to date machinery. Good reasons for selling. Will give possession at once. Address Allen, Box 10, Grain Dealers Journal, Chicago, Ill.

OMAHA. For rent or sale—a complete well equipped transfer, storage and purifying elevator, situated on the Burlington tracks at 2d and Pierce st. in Omaha. Handling capacity, 6,000 to 10,000 bus. daily; storage capacity, 60,000 bus. Write or inquire of R. Peterson, 1535 North 25th St., South Omaha, Nebr.

ELEVATOR IN WESTERN OHIO for sale on Nickel Plate Ry. Capacity 8,000 bus. in town of 700 doing a good business; handles 75 to 100 cars of grain annually, also coal and hay in connection; equipped with all machinery; only one competitor. For further particulars, address L. I. H., Box 9, Grain Dealers Journal, Chicago, Ill.

THAYER COUNTY, NEBR. Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

SOUTHERN KANSAS. For sale—10,000 bu. elevator and coal business. Elevator is fully equipped with cleaners, hopper scale, Fairbanks-Morse gasoline engine, etc. Large office and coal bins. This is a money maker; only grain and coal business in town; located in So. Kan. in one of the best wheat and corn sections in the state. Address Business, Box 9, Grain Dealers Journal, Chicago, Ill.

PUTNAM COUNTY, OHIO, elevator for sale. Capacity 15,000 bus. cribbed structure, located on Ohio Electric Ry. Almost new and in good condition; equipped with all up to date machinery. Population of town 800. Good corn and oats territory; handling about 150,000 bus. of grain annually; coal sheds and retail feed business in connection. Will sell all or two-thirds interest. Address Putnam, Box 10, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

OKLAHOMA. For sale, elevators and storage aggregating 65,000 bu. located at three best points on the O. C. R. R. Country new and fast developing. Doing good business in corn now. Price \$8,000. Good terms if desired. Address G. F. B. No. 104 Exge. Bldg., Kansas City, Mo.

WESTERN OHIO. 30,000 bu. elevator and hay shed and coal bins in corn and oats belt for sale. Handles 20,000 bu. of grain yearly. In town of 1400 inhabitants and no competition. Will sell on account poor health. For particulars address N. B., Box 10, Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO. \$3,800 will buy a 10,000 bu. cribbed elevator on Z. & W. Ry. Population of town 500; good grain and hay section, also coal and retail feed business in connection. Will take $\frac{1}{2}$ cash and balance within two years. Good reasons for selling. For further particulars address K. N. F., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde., Box 6, Grain Dealers Journal, Chicago.

WANT TO BUY small elevator in southeastern Nebr. or northeastern Kans. Name price and description. Address R. A. G., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED handling about 125,000 bu. annually and having good retail business in coal, feed and flour. Address B. E., Box 10, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

WILL BUY AN ELEVATOR in southwestern Iowa or southeastern Nebr. Must handle 100,000 bus. or more per year. Give full description and price first letter. Address O. O. N., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED. A line of elevators suitable for general line of grain. Will lease with privilege of purchase or buy outright. Prefer those located in Central or Northeastern Indiana or Northwestern Ohio. Do not care if they are small capacity. Address Eastern, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

FOR SALE OR EXCHANGE, mills, elevators and good income property for improved farms, ranches or western land. Write for particulars. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE. Bargain in elevators in Indiana, Illinois, Iowa, Kansas, Oklahoma and other states. Write for descriptions stating location preferred. Iowa Mill & Elevator Brokers, Independence, Iowa.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

J. D. CHANCELLOR, FOWLER, IND. I have a fine line of elevators for sale at prices that are right. Have some good bargains in Benton Co., Ind., the best corn and oats county in the state. I have one plant for sale that is handling $\frac{1}{2}$ million bu. per year.

HERE'S A DASH WITH ELEVATOR bargains for next ten days and get the new crop, all in central Ind. One Big 4 at \$3,500—at \$3,750—at \$5,000 and at \$6,500, well located, all but one on traction line and none affected by Indianapolis wagon market. One top notch Van Ry. bargain; good house, good town, good business, \$8,000, terms. One Carroll County modern house, 17 M. capacity, slate roof, big territory, big money maker, \$9,000, terms. All other kinds up to \$30,000. If you mean business when suited, come or date me at once. Don't wait to write. John A. Rice, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

IOWA. For sale grain and coal business Iowa. Might consider good clear land for part payment. Give full description. Address G. & C., Box 3, Grain Dealers Journal, Chicago, Ill.

IOWA. On account of failing health I will sell my grain, coal, flour and feed business. City of good schools and churches. New elevator, work for four men. Will bear investigation. Address A. A., Box 10, Grain Dealers Journal, Chicago, Ill.

COLORADO. For sale a good wholesale and retail flour and feed business, established nine years. In one of the best towns in the state of Colorado. Has very best class of trade. Everything first class. Requires \$20,000 to \$40,000 to handle. For particulars address Colo., Box 10, Grain Dealers Journal, Chicago, Ill.

ALABAMA. Want to retire and will sell large grain business, established for ten years. Most convenient warehouses and best location in city. Will lease or sell property. Located at Birmingham, Ala., the fastest growing city in the U. S. Population 1900, 38,415; 1910, 132,685; per cent of growth 245. Address Box 757, Birmingham, Ala.

NORTHEASTERN INDIANA. For sale or trade grain, seed, coal, tile, cement, wall plaster and retail feed business on Nickel Plate R. R. Plant includes 15,000 bu. capacity, gasoline power, good roomy warehouse in connection, located on switch. Good country and doing good business. Owner retiring on account of ill health. Address D. E. N., Box 6, Grain Dealers Journal, Chicago, Ill.

COAL AND FEED BUSINESS— Located in fine dairy section, on the L. S. & M. S. R. R. Grain elevator cribbed, cap. 20,000 bus. 60 h.p. gasoline engine, feed grinder, etc. Warehouse 25x98, with sidetrack to both elevator and warehouse. This plant is in A1 condition and will be sold cheap to quick buyer; best of reasons for selling. Also two small farms for sale at bargain prices. For full description and price address Miller Bros., Williamsfield, Ashtabula county, O.

HAY PRESSES FOR SALE.

AT HALF ITS VALUE, one Alligator full circle box hay press and straw press, 17x22 for sale or will exchange for a good lime grinder and pulverizer. H. C. Kyner, Shippensburg, Pa.

Want a Job? —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

MILLS FOR SALE.

20-INCH STRONG-SCOTT 3 roller mill for sale. Rolls newly corrugated. Write us at once. L. J. & R. W. Jeter, Ashton, Ill.

FEED MILL FOR SALE. Good water power. Also 7 acres good land. Price \$5,500. Address 214 Madison St., Waukesha, Wis.

ONE 125 BBL. CAP. FLOUR MILL for sale. Complete with dynamo and 125 h.p. Corliss engine attached. Inquire of M. A. Shear, Harvard, Nebr.

ALFALFA MILL in good running order for sale. Located in alfalfa belt. Also 80 h. p. boiler, 60 h. p. engine. If interested write Thomas Alfalfa Mill Co., Thomas, Okla.

WASHINGTON. A 150 bbl. electric flour mill at Ralston, Adams Co., Wash., on the Chicago, Milwaukee & Puget Sound Ry. for sale. Completed last year. Nordyke & Marmon machinery. Everything new; makes highest grade patent; two warehouses, two acres of ground. Original owners failed through lack of capital; we bought under foreclosure. Will sell at 75% of actual cost. Land donated. German-American State Bank, Ritzville, Wash.

MILLS WANTED.

WANTED TO TRADE QUICK, full paid stock in well known incorporated flour and cereal mill company, with business in several states, for a small up to date mill. Give and get full description. T. G. White, Marion, Marion.

MISCELLANEOUS.

MILLS AND ELEVATORS INSTALLED. Repairing and remodeling a specialty. Rope transmission and supplies. D. M. Firestone, Wakarusa, Ind.

WE WANT TO BUY a Burroughs adding machine that has been used a short time. Give size, price and condition in first letter. Address Behyner Bros., Rockford, Ohio.

INFORMATION.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

A Xmas Present For You

THE MOST PLEASING PRESENT you can secure for your friend, the grain dealer, is a subscription to the Grain Dealers Journal for one year, beginning with the Christmas Number. It will remind him of you every day of the year and every minute of the day when a fresh copy arrives. A Christmas letter telling him that the Journal is sent with your compliments will also be sent. Price \$1.50. Grain Dealers Journal, Chicago, Ill.

2 Journals \$2.00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

HAY TRADE JOURNAL of Canajoharie, N. Y.

and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

Grain Dealers Journal, 255 LA SALLE STREET, Chicago, Ill.

The GRAIN DEALERS JOURNAL.

SITUATIONS WANTED.

MANAGER OF FARMERS ELEVATOR wants position. Five years experience; best of references. Address J. E. Hannon, Tenney, Minn.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, Hallsville, Ill.

MANAGER OF ELEVATOR or line of elevators wants position. Hustler; 20 years experience. Good mixer; good judge of grain. Address Ston, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION by young man 25 years of age; 4 years' experience. Expert gasoline engine; good bookkeeper; best reference. Go anywhere. Address Ed, Box 4, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR, either with a mill or a country station, wants position. Have had 25 years' experience and can give references. Address A. C. P., Box 3, Grain Dealers Journal, Chicago.

MANAGER of elevator and coal yard wants position. Experienced; age 42, married. Am the right man for the right place. Address A. E. L., Box 6, Grain Dealers Journal, Chicago, Ill.

MANAGER OR ASSISTANT MANAGER of line of elevators or brokerage wants situation. Capable grain man, also bookkeeper, stenographer and first class accountant. Employed. Address R. I. S., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position in any capacity by grain man, eleven years experience in leading terminal markets. Willing to locate anywhere. Best of references as to qualifications and character. Address Field, Box 10, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

MANAGER OF COUNTRY ELEVATOR wants position. Married. Age 43 years. Have had 10 years' experience in the grain business. Can furnish A1 references. Address L. L., Box 9, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

FIRST CLASS GRAIN MAN wants position with some grain company. Have had six years experience and am competent to successfully fill any position pertaining to the grain business. Am not afraid of dirty work. Will go anywhere. Salary to start with no object. Can furnish best of reference. Address T. A. N. Box 8, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED AT ONCE, sober man to run steam engine and help in elevator and mill. Steady work. Address Wm. Guyatt & Son, Knox, Ind.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

MEAL FOR SALE.

OWL BRAND COTTON SEED MEAL for sale. 41-43% protein guaranteed. Standard for 35 years. Write for our booklet, "Science of Feeding." F. W. Brode & Co., Memphis, Tenn.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY FOR SALE.

ALFALFA AND PRAIRIE HAY, carload lots. Lowest prices. Orders promptly filled. E. R. Boynton Hay Co., Kansas City, Mo.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

HOW TO SELL YOUR ELEVATOR

On May 21st, 1910, W. H. Fluke, Fairland, Okla., wrote us as follows:

Grain Dealers Journal, Chicago.

Gentlemen: Please send me the Grain Dealers Journal for six months and put the following adv. in the next issue (May 25th) of the Journal.

Signed, W. H. Fluke.

Here is the Advertisement

\$3,600 WILL BUY a 15,000 bu. cribbed elevator, iron side and roof, on Frisco Ry. 600 bu. sheller, dump scale, 3 stand elevator, gasoline engine, hopper scales. Three weeks until harvest; corn, wheat and oats in the very best condition. Large territory to draw from. A money maker. Address F. H. W., Box 10, Grain Dealers Journal, Chicago, Ill.

On July 4th, 1910, he wrote us as follows:

Grain Dealers Journal, Chicago.

Gentlemen: Please find check for \$3.60 to square my account (75c for sub. and \$2.85 for advertisements). I am glad to inform you that the first adv. sold my elevator to Geo. F. Melbourn, of Minden, Neb. Yours truly, W. H. Fluke.

If you want to sell your elevator send in your adv. at once or give us particulars and we will write one for you.

SEEDS FOR SALE.

EBERTS GRAIN CO., Nabb, Ind., offers sunflower seed and winter turf oats in car lots and less.

FOR SALE—SEED. Pure medium, mammoth and alsike seed. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

FOR SALE GERMAN MILLET our specialty and we are now ready for business on the new crop. Correspondence solicited. D. H. Clark, Galt, Mo.

FOR SALE—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specialy selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

IF THE SEEDS YOU WANT are not advertised here, write us. We keep a record of seed offered for sale and may be able to refer you direct to firms having what you want. Seed Dept. Grain Dealers Journal, Chicago, Ill.

JOHNSON GRASS SEED. Now in position to supply reasonable quantity choice, new crop seed. Suggest early purchases as crop is small and demand heavy. At close of last season could not be had at all. Pittman & Harrison Co., Sherman, Texas.

CHOICE HOME GROWN CLOVER, medium or mammoth, alsike and timothy. Raised in the best seed territory in the United States. In quantities from one bag to car loads. Samples and prices on request. Ask us about seed oats. The Sneath-Cunningham Co., Tiffin, Ohio.

WE HAVE a consignment of turkestan doderfree alfalfa, crimson clover stored in New York; new crop European alfalfa, red clover, white clover, timothy, Engl. ryegrass, Bromus inermis. Apply to our representative, I. L. Radwaner, 229 Broadway, N. Y. City, R. Liefmann Sons, Successor, Hamburg, Germany.

KAFFIR CORN. We are now prepared to make delivered prices on kaffir delivered to any part of the U. S. We are located in the center of kaffir corn territory; when you get your stock from us you get it direct from the fields, not mixed stock from terminal elevators. We guarantee it to arrive cool, dry, sound and sweet. J. C. Haines & Co., Augusta, Kansas.

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED
Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

Red Clover, Timothy, Alsike,
Mixed Alsike and Timothy.
BUY OR SELL. Send samples stating quantity

THE ADAMS SEED CO.
Decorah, Iowa

OKLAHOMA GROWN SEED CORN
Specially Selected and Distributed
by
J. E. FARRINGTON SEED HOUSE
Chickasha, Oklahoma

SEEDS WANTED.

TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply samples and quotations. The M.G. Madson Seed Co., Manitowoc, Wis.

WE ARE large handlers of Santa Fe cane seed and millet seed. Quote us. McGregor Mfg. & Gr. Co., McGregor, Tex.

Clover SEED WANTED. Any quality or condition. Buckhorn lots a specialty. Send samples with price to C. C. Norton Sons, Greenfield, Ohio.

WANTED—Prices delivered Nashville new or old kaffir, cane and millet seed, also corn, oats and hay. Geo. W. Hill & Co., Nashville, Tenn.

WANTED—Choice sunflower seed, car lots or less. Send samples and prices; also solicit grain, hay and seed shipments. Geo. W. Hill & Co., Nashville, Tenn.

SEEDS WANTED. New crop medium and mammoth clover seed. Buckhorn free. Quote with samples, L. C. DeWall, Proctor, Ford Co., Ill.

WE ARE IN THE MARKET for clover seed tailings, screenings, low grade seed and buckhorn seed. Send good fair sample of same which shall have our prompt attention. J. M. King & Son, North Vernon, Ind.

OATS WANTED FOR SEED PURPOSES

If you have nice, clean, heavy oats for sale, send us sample and advise quantity you have to offer.

NORTHROP, KING & CO., MINNEAPOLIS, MINNESOTA

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

BUCKWHEAT FOR SALE.

Buckwheat flour
Buckwheat groats

For sale by
Miner-Hillard Milling Co.,
Wilkes-Barre, Pa.

H. MELVIN MAHIN

Commission Dealer in
Kansas and Oklahoma Broom Corn
Consignments Solicited
5300 Armour Ave., Chicago

To Buy Kaffir Corn
& Milo Maize
Write to
B. C. Christopher & Co.
Kansas City, Mo.

G. S. MANN—SEED BROKER

715 Postal Telegraph Bldg., Chicago, Ill

SUNFLOWER A few ears New Crop Mam. Russian seed can be booked at special price for November shipment.

MILLET Imported Millets for poultry feeds now quoting at low values. Write for samples and firm offers.

SALT NEW BARRELS
NEW SALT
PROMPT SHIPMENTS

THE COLONIAL SALT CO.
AKRON, O.

MANHATTAN BLDG. D. S. MORGAN BLDG
CHICAGO BUFFALO, N. Y.

THE ALBERT DICKINSON CO.
SEEDS
Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

WE ARE DEALERS IN SEEDS
Timothy, Clovers, Millets, Etc.
Also Seed Grain
MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

Genuine Texas Red Rust Proof Seed Oats
Selected and Recleaned. Even weight printed bags.
Car lots only.

TERMINAL GRAIN COMPANY

Fort Worth, Texas

Established 1875

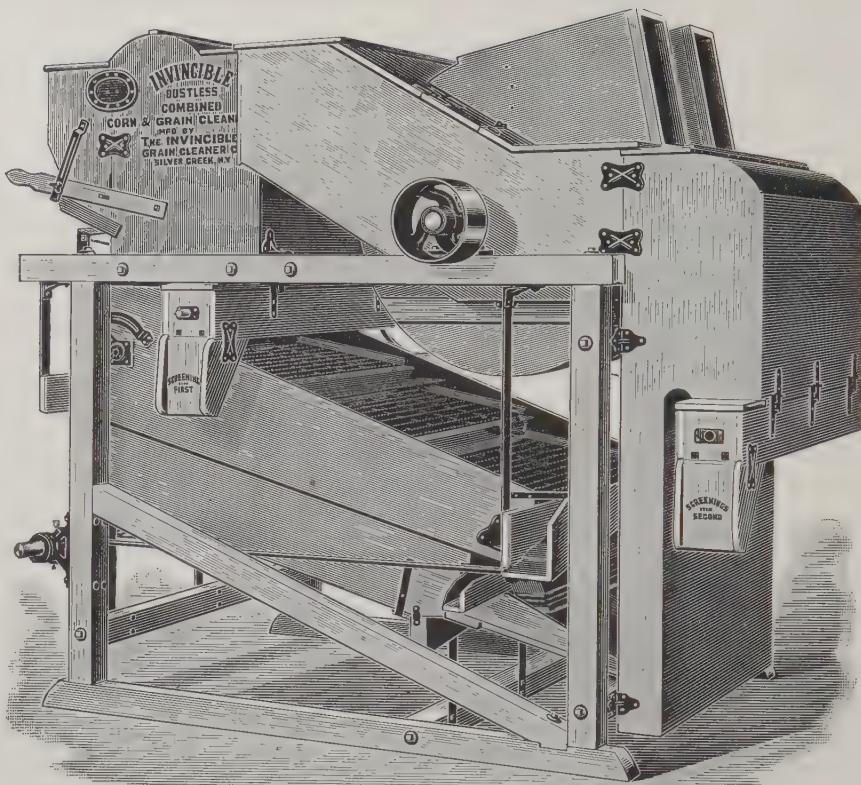
The M. G. MADSON SEED COMPANY
SEED GROWERS, IMPORTERS and MERCHANTS
MANITOWOC, WISCONSIN

The INVINCIBLE ADVANTAGES

of our
Compound Shake Dustless Combined Corn and Grain CLEANER

1. It cleans two kinds of grain without change of screens.
2. Change can be made in a moment.
3. It makes a thorough air separation of the grains.
4. The separation is under perfect control.
5. It requires no bracing and will not shake the building.
6. It will pay for itself in a short time.
7. It is built under our personal supervision.
8. We guarantee it to do the work intended.
9. We will ship you a machine on 30 days' trial.

Write Us for Particulars.



INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK,
N. Y.

Represented by F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.

C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

N. W. Representatives: STRONG-SCOTT MFG. Co., Minneapolis, Minn.

MARSEILLES WAREHOUSE CORN SHELLERS

Excel in Clean Shelling, Large Capacity, Perfect Cleaning, Convenience, Durability

The NEW MARSEILLES Combined Warehouse Sheller and Cleaner (shown in the illustration to the right) handles either shucked or unshucked corn and is unequalled in either kind of work, both in shelling and cleaning. Our machines are always up to date in the matter of improvement. Always get our latest catalogue or see one of our latest type of machines before purchasing any other kind.

The NEW MARSEILLES is made in three sizes; capacities in husked corn range from 400 to 1800 bushels per hour, and in unhusked (snapped) corn, from 150 to 700 bushels per hour.

Can be furnished either with or without Feeder, Extension Drag Feeder, Cob Stacker or Shelled Corn Elevator.



The illustration to the left shows the Style "F" Marseilles Warehouse Sheller without cleaning device. Has the same shelling apparatus as the New Marseilles Combined Sheller and Cleaner, and is the best sheller ever offered the trade for use with a separate cleaner. Made in three sizes ranging in capacity from 400 to 1800 bushels per hour.

Either of the above machines can be installed in smaller space than any other kind of corresponding capacities.

SEND FOR CATALOGUE DESCRIBING OUR LINE OF SHELLERS IN DETAIL.

MARSEILLES COMPANY, - East Moline, Illinois

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the
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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 25, 1910.

CAR SHORTAGE complaints continue with increased warning for the shipper who sells ahead. Three weeks of snow would put 25% of the western railroads' motive power out of commission.

CEMENT LINED basements help to keep rats out of the elevator and naturally few grain dealers are now erecting new plants without insisting upon having rodent proof basements and heavy foundations.

THE MARGIN of profits of the average country grain buyer is ridiculously low, principally because he makes no effort to determine the actual cost of conducting his business. He simply guesses at what he can pay and get out even.

SPECIAL SEED TRAINS will again operate in Oklahoma and Ohio early next year and, no doubt, the railroads of some of the other states will arise to the occasion and help to improve the quality and to enlarge the quantity of the 1911 crops. Next!

TWO IOWA grain dealers have recently lost a hand in the operation of unprotected machinery. This is indeed unfortunate, but it is to be hoped that others in the business as well as themselves will profit by their painful experiences and guard moving parts of machines.

TEN EARS of Iowa corn grown near Silver City were sold at Council Bluffs recently after having captured \$275 in prizes, for the ridiculously low price of \$105. Can anyone explain why all farmers do not apply themselves to the growing of more corn of high quality?

THE DESTRUCTION of another terminal elevator has been traced direct to a hot box. So many automatic, lubricating devices upon the market now can be depended upon for perfect service, it seems a bit of folly to sacrifice a fine elevator to old time, out of date appliances.

ILLINOIS GRAIN buyers are not only protesting against husks and poor husking, but are going farther. They are actually docking farmers for the dirt contained in corn purchased. In no other way will they induce the farmers to insist on cleaner work by huskers.

SPARKS FROM a passing locomotive have resulted in the starting of fire in another Illinois grain dealer's property, loss \$500. When grain dealers press railroads for settlement on every loss of this character, railroads will be more willing to install spark arresters and thus remedy this dangerous hazard.

REPORTS FROM many of our correspondents also give evidence to the general impression that farmers are not disposed to sell grain at the lower prices now prevailing. Some of them, of course, may change their minds shortly as the shrinkage, deterioration and interest will make it unprofitable for them to hold long.

MR. MCQUILLAN'S letter, published in this number, serves to emphasize the need of shippers providing better weighing facilities and exercising greater care in weighing grain shipped. Guessing on the weight of shipments has been found very unprofitable, and no shipper who desires to continue in the business, will long tolerate such methods.

NOW THAT all freight rate advances proposed by the railroads have been postponed by the Interstate Commerce Commission, shippers can buy grain for shipment the next sixty days on the basis of present rates. Ear corn, intended for spring shelling, may be taxed a somewhat greater charge for transportation than is provided for in the present schedules.

WILD OATS have appeared in Chicago in such quantities recently that Chief Grain Inspector Cowen has become alarmed lest everyone in the trade take to the wild oats practice, and henceforth, will refuse to grade oats containing an appreciable mixture of wild oats other than "sample." Now that this grain has been ostracised from good society, young men with a penchant for sowing wild oats, no doubt may obtain a supply at less than cost.

SHIPPERS in towns having more than one railroad should always print railroad on which their elevator is located on their letterheads and cards. The information will promote business with receivers and millers in position to handle grain over road designated and relieve shippers of mail from receivers not located so as to handle their shipments advantageously.

STEALING GRAIN from employers has recently landed seven employees of the Puget Sound Warehouse Co. in durance vile. That was to be expected. Few people have proved faithless to the trust imposed in them and succeeded in profiting permanently thereby. Their dishonesty is generally found out and sooner or later they must suffer the penalty as they deserve.

CORN BUYERS who think they can afford to pay No. 2 prices for wet, moldy corn should consult their banker and learn if he would advise their trying to lose as much money in handling this year's corn as many dealers did on last year's crop. Water will not command corn prices in any market and buyers who feel that they really must take in new corn, should buy right.

NO WEIGHING buro which does not employ and control the services of its deputy weighmen can hope to succeed, because its weighmen who are employed by the elevator operators can not give disinterested weights. If the trade is unwilling to pay for public weights then it shud be given private weights, but selling public and giving private weights is sure to result in disputes and disaster.

THE NEXT government crop report will be issued at 1 o'clock Chicago time, unless protestors induce the Bureau of Statistics to hold it until the grain exchanges are closed. It is held, and with good reason, that by giving out government reports after the exchanges are closed, all interested in the market are able to obtain the report and act on it at the opening of 'Change the following morning.

A NEBRASKA BUYER who writes in this number his regrets at not being able to buy three loads of musty wheat at somewhere near their real value, suggests that more grain buyers be schooled in the science of grading grain as it is graded in the central markets. This will be impossible until buyers make common the now infrequent practice of keeping sealed in an air-tight glass jar an average sample of each carload shipped. Then by marking each sample with the grade given load in terminal market, shipper will involuntarily form a nearer correct idea of the different grades of grain. By practice only can this be accomplished. Guessing at the grade of the load, and then swearing at the inspector because he does not so grade it, does not help to ward off future losses by over-grading.

A NUMBER of grain men have lost their safes recently and had books badly mutilated or burned by yeggmen, who labored under the impression that the grain dealer kept all his money in the safe. A safe seems necessary to protect the books from fire and thieves, but when placed in an isolated grain office, it is a very poor depository for money and grain dealers seldom keep any there, a fact the safe-blowers have not as yet learned.

PELLAGRA is not due to the eating of unsound corn, if the opinion of eminent scientists, who have given close study to this subject recently, is correct. Their theory is that the disease is spread by a blood-sucking sand fly, which inoculates the victim with poison. The aforesaid scientists, however, have not denied King Corn the privilege of being inoculated by this same sand fly. The question is still open for discussion and debate.

GAS FROM corn cobs is the dream of a Beatrice, Neb., chemist, who occasionally announces that he has now perfected a system for converting the waste product of the corn sheller into gas for power, heat and light. Every grain elevator man would like very much to utilize his surplus cobs in lighting his office and propelling his machinery. When the system is perfected, the elevator men of the corn surplus states will insist upon having it installed instanter.

IT IS indeed gratifying to note that central market exchanges are guarding more vigilantly than ever their good name and reputation, and members' who through error or intent sacrifice the interests of the outside patron of the market are quickly called upon to make restitution and occasionally are suspended as a punishment. It is this jealous guarding of the square deal principle that makes dealing with members of the exchange so greatly preferable to dealing with non-members. The exchanges by their firm stand for fair dealing, not only attract business but make membership more desirable and more valuable.

COUNTRY ELEVATORS are changing hands with unusual frequency for this season of the year. With good crops and a fair movement of grain, it would seem that dealers should experience no difficulty whatever in realizing a good profit on their investment, but our news columns tell of many transfers, and our For Sale columns show that many more are in the market to sell. It is to be regretted that country grain dealers so often are willing to sacrifice considerable in order to satisfy a whim or fancy regarding greater profits to be realized from a business somewhere else. Few grain dealers have properties which intelligent operation would not make profitable investments, but the discontents seldom are willing even to apply themselves to the task.

AN OHIO correspondent in this number, who has a new elevator on his own land, writes: "I believe it to be a big advantage as I pay no rent and the railroad company does not have the privilege of burning up my plant, knocking it off the foundation or wrecking it without being liable for damages." In other words he is under no obligations to the railroad company, and is in absolute control of his own property. He can sell it to whomsoever he desires, without consulting the freight traffic manager.

ONE ILLINOIS shipper who has installed a moisture testing apparatus finds that he is able to judge better of the grade of his shipments and also to determine nearer the true value of corn offered by farmers. Moisture tests in country grain offices will convince farmers of the variation in value of corn and the sooner all buyers take to conducting such tests for the information of the farmer and their own guidance in buying, the sooner will the corn growers expect and abide by discounts for off-grade grain.

LEAKING IN transit reports continue to reach us with painful regularity. The sufferers are, of course, glad to get the information, but it seems too bad that they should be required or even tempted to load their good grain into old, worn-out cars which can not be expected to deliver at destination the cargo entrusted to their keeping. We feel certain that if more shippers were to make reports to us of cars they see leaking grain, the railroads would be forced sooner to place their rolling stock in better condition.

BUCKET-SHOPS are becoming very scarce in all parts of the country, with the results that the fakir must seek some new means of swindling the credulous bucolics. One of the best points about the extermination of the bucket-shops is that it will relieve the legitimate Boards of Trade of blame for many things of which they had no knowledge. The bucket-shop fakirs in their eagerness to appear legitimate, always claimed board of trade connections and some had signs reading "Board of Trade," altho having nothing but a wire and a counter in a country cross road store.

NEW CORN arriving in terminal markets, according to letters received from Chief Inspectors which are published elsewhere in this number, is not in condition which will permit its being kept long in a box car without heating. Several of our correspondents have taken occasion to give shippers a timely warning against mixing inferior grain with the good. To do so, is but to insure low grading for all the grain. More careful inspection of each wagon load received and sorting out poor grain as it passes to sheller, will improve the grading of all shipments as well as increase the returns from the grain handled.

ELECTRICAL QUICKENING of seed wheat so that the same field will produce two crops a year is the alleged accomplishment of a British scientist. Reducing the seed to a negative magnetic condition hastens germination, growth and ripening so that a crop sown in March may be followed by another sown in June, the professor alleges. Altho in these days of miracles actually performed by wireless and aeroplane the credulous are likely to take stock in Melville's discovery, those who have bitten on Alaska wheat, miracle wheat and other fakes too numerous to mention will take the "secret" of the Burnham-on-Crouch scientist with a grain of salt.

ADVERTISING the grain business to the farmers in a way that will prove profitable, is not difficult, in fact many country buyers, through tactful advertising of their business to the farmers, have increased its volume. Every time a farmer is induced to think of or visit the grain dealer, he comes nearer to being a customer. Some dealers, by advertising for dry, sound grain of first quality, experience less difficulty in buying off-grade stuff at a liberal discount. It is but natural that the farmer should prefer to sell his grain to the most progressive buyer in his vicinity, because his instinct tells him that the man who hustles to buy, also hustles to sell.

UNIFORM RULES alone do not insure uniform grading. The grain dealers of Kansas complain that the Kansas inspection department does not grade the same grain the same in different markets, hence the Wichita Board of Trade is up in arms and making an effort to bring about uniformity. Uniform rules are only the first step toward uniformity. Supervision and frequent conferences are necessary to uniform grading. The exchange of samples and the visiting to and fro of inspectors and even their temporary transfer from one terminal market to another will be necessary in order to secure the uniform grading so much desired by everyone in the trade.

VISIONARY AGRICULTURISTS and fakirs have ever striven to supply the farmer's demand for a variety of wheat which would so greatly increase the yield per acre as to make him rich in a crop. This well known eagerness on the part of the bucolics is directly responsible for the propagation and promotion of Alaska wheat, Miracle wheat, now known as Multiplying wheat, and we feel certain that the Egyptian wheat described in such glowing terms will also prove to be another fake. The seed experts the world over have been striving for a century to develop greater yielding varieties of our bread food. Some improvement has been made, but the increase does not begin to compare with the increase obtainable from proper preparation of seed, fertilization and cultivation of the soil. Nature does not favor the lazy way to large crops, and the farmer who obtains a large yield of any kind of grain must work for it.

GRAIN ELEVATOR men in many sections of the country are doing a splendid work in interesting farmers in their own problems by conducting moisture and germination tests in their grain offices and offering to clean seed wheat for farmers free of charge and clean it thoroughly. The work along this line is sure to result in better farming, larger crops and more grain for market, so that the grain dealer in helping the farmer not only gains the good will of the grain grower but also increases the volume of his own business.

CLAIMS WOULD be paid more promptly and more frequently if shippers would exercise greater care in preparing their papers. No claim agent can pay a claim merely on the shipper's say-so. He must have the claims of the claimant verified by the essential papers. Filing claims without attempting in any way to justify the payment of the claim merely serves to make work for the claim agents and deters others from obtaining prompt payment of claims properly authenticated. The recommendations of the National Industrial Traffic League, which were published on page 640 of the Grain Dealers Journal for Nov. 10th, merit the careful consideration of every shipper who feels he is entitled to compensation for damage to his business.

THE PERSISTENCE of the railroad companies in their efforts to convince the Interstate Commerce Commission that all the proposed advances in freight rates and more are justified by their actual need, has resulted in shippers' attorneys presenting evidence disclosing wasteful methods on the part of carriers which alone amount to many times the increased revenue they would receive by reason of higher rates. Few roads are not now paying handsome dividends on more water than actual value in their stocks, and as no one has yet justified the payment of dividends on watered stock, the prevailing impression is that few if any of the advances are justified by existing conditions. It is but natural for the carriers to ask and try to get as high rates as possible. The time when rates were much lower is not far in the past and in spite of that fact, these very same railroads then paid out millions in rebates and gave passes to whomsoever asked for them, and yet they paid dividends. Their avaricious greed seems to have no limitations.

RAILROADS IN their eagerness to favor a connecting carrier often ignore instructions in way bills and route freight to their own liking, regardless of the fact that shipper is frequently caused unnecessary expense and loss. It was supposed by shippers generally with the new rule making carrier responsible for the mis-routing of freight, that reparation would be ordered in every case where loss and damage due to the mis-routing was shown, but in providing rules for the collection of damages, the Commission has made it next to impossible to get anything. Hence, grain shippers must expect their shipments to be diverted and mis-routed as may suit the interests of the initial carrier, without any regard whatever to an extra expense or loss which may be forced upon the shipper. It is not possible to conduct business at a living profit under such conditions and the sooner the grain shippers of the country force upon the Commission the meaning of their contradictory rules, the sooner will the shippers obtain release from unexpected losses due to this cause.

Grading of New Corn.

CORN GOOD AT SIOUX CITY.

Grain Dealers Journal: New corn is moving freely in this territory and is grading No. 3 and No. 4, mostly yellow corn, my test on one car of new No. 3 yellow corn being only 17.2 per cent.

I have been testing a number of samples of corn mailed from different country stations in the northwest, and the highest percentage of moisture I have found was 24.4. For this time of the year I think this speaks well for corn grown in this and neighboring territory.

Cribbing is neglected by a great many producers and shippers, and much trouble has been caused by just this one reason. Just imagine piling corn on the ground and having no protection for it, neither roof nor covering.

It is a very poor policy to leave ear corn exposed and lying on the ground. Over night or during the day a heavy fall of snow covers the corn. A spell of warm weather is followed by a cold spell, which is only natural, and the corn has a fine coating of ice. This same ear corn will not lose all of this ice coating when stored in the elevator after being shelled.

We have also to look to the railroad company for delivery of this cereal during one season of the year. Sometimes the delivery to destination takes a very long time. We remember the condition of both corn and the railroads in March, 1910.—Chas. Siman, Chief Grain Inspector and Weighmaster, Board of Trade, Sioux City, Ia.

NEW CORN AT CINCINNATI.

Grain Dealers Journal: The movement of new corn to our market so far has been very light. From Nov. 5 to Nov. 23 we have received 47 cars of new shelled corn, running from 16.8 to 23.4 per cent of moisture, as follows: Sixteen cars of No. 3, from 16.8 to 19 per cent; nineteen cars of No. 4, from 19.4 to 22 per cent, and twelve cars of sample grade, from 22.4 to 23.4 per cent.

Our receipts of ear corn have been liberal and the quality as a rule has been very good. The receipts of new shelled corn are increasing daily.

Do not fail to impress on shippers the importance of cleaning well before loading. Some cars have arrived here with entirely too much dirt, corn silks and cobs in them.—Geo. F. Munson, Chief Grain Inspector, Chamber of Commerce, Cincinnati, O.

CONDITION OF NEW CORN AT CHICAGO.

Supervising Inspector S. H. Smith states that the receipts of new corn at Chicago were small early in November, but increased materially about the middle of the month, and now and for a week past the new corn has formed about one-third of the total corn received.

The new corn is in fine condition, says Mr. Smith, as good as the fine corn of last year, but without the excessive moisture of last year's corn. The percentage of new corn now grading No. 3, tho small, is considerable for this season of the year.

Taking the reports of sales made on 'Change much of the new corn grades No. 4 and most of it is sample. The discounts on new corn compared with old corn of the same grade was between 4 and 5 cents the first half of November and during the past week has widened to 5 and 6 cents per bu.

ONLY A FEW CARS OF NEW CORN AT OMAHA.

Grain Dealers Journal: We have received up to Nov. 21 only 6 cars of new corn, two of which graded No. 3, with 18.6 per cent of moisture; two No. 4, carrying 20 and 19.6 per cent moisture, and two cars no grade, with slightly over 22 per cent moisture content.

The weather conditions in Nebraska have been such that farmers have been prompted to utilize every moment in gathering their corn, as their experience with last year's continued snows cost them a great many dollars.—Geo. P. Powell, Chief Inspector Grain Exchange, Omaha, Neb.

SUGGESTS SORTING CORN.

Grain Dealers Journal: Receipts of new corn at Cairo have been light and of poor quality, grading No. 4, and testing from 19.80 to 22.40 per cent moisture. The corn grown in Alexander county, of which I have made numerous tests is fine, testing from 14.80 to 16 per cent, and I have never before seen corn as dry as that on Nov. 15.

I suggest to shippers care in buying and not mixing high grade grain with grain that is damp, badly damaged and musty, so that when they ship their grain they will not have to take the low grade all the time.—W. S. Powell, Chief Grain Inspector, Board of Trade, Cairo, Ill.

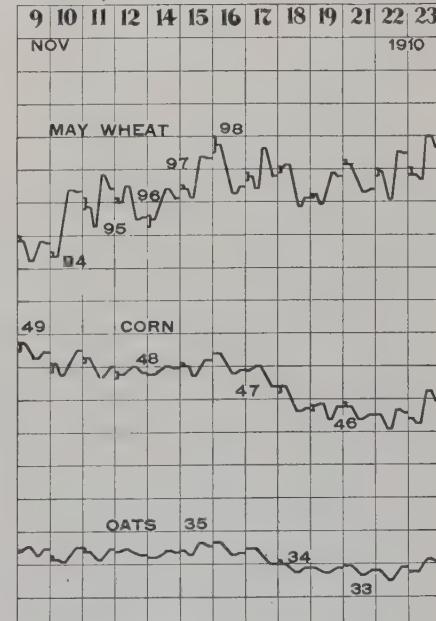
TOLEDO RECEIPTS GRADE UNDER NO. 3.

Grain Dealers Journal: Our receipts of new corn, up to Nov. 22, have been very light, as our people have not been bidding for same.

We have received 42 cars; 4 cars of No. 3 corn, running from 18.6 to 19% moisture; 26 cars of No. 4 corn, running from 19.6 to 22% moisture; 12 cars of sample corn, running from 24.2 to 33.8% moisture. I do not doubt, but what the latter half of November the receipts will be heavy.—E. H. Culver, Chief Grain Inspector, Toledo, O.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Nov. 24 are given on the chart herewith.



The GRAIN DEALERS JOURNAL.

If you say you'll make a name,
Make good;
After love or self or fame,
Make good;
Never let your efforts drag.
Do not stop to chew the rag,
Nor be always on the brag,
Make good.

—Feed Knowledge.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ORDINANCE AGAINST TRANSIENT SHIPPERS WANTED.

Grain Dealers Journal: We would like very much to see reproduced in your columns a town ordinance designed to protect established merchants from traveling quacks, scoopers and swindlers. Our town board is revising the ordinances and we feel certain they will want to incorporate a good ordinance along this line. Copies of ordinances which have given country merchants the desired protection from traveling sharks will be greatly appreciated.—Walkinshaw & McKee Bros., Blanchard, Ia.

A PETITION.

To the Mayor and Members of the Council of :

Honored Sirs:—In view of the fact that the professional men and the established merchants, who engage regularly in the different lines of business in our town, pay taxes to support our government, fire department and schools, contribute to the support of our churches and patronize local institutions, we deem that they are justly entitled to any relief you can give them from competition with the traveling quacks, merchants or peddlers who visit our town for the purpose of temporarily engaging in the buying and selling of merchandise, produce or professional services. The silverware or clothing auctioneer, the peddler of patent medicine or truck, etc., or the general merchandise merchant who moves from place to place, has no interest in the welfare of our town and cares not for the reputation of our merchants. He does not expect to thrive by selling good goods or honest dealing, hence cannot remain in one place long and has a decided aversion to staying long enough to pay taxes. Therefore, we, the undersigned tax payers, hereby petition you to enact the following as an ordinance of this city for the purpose of protecting our citizens from traveling swindlers:

ORDINANCE.

An Ordinance to License Irregular or Transient Merchants.
Section 1. Be it hereby enacted by the Council of the town of , state

of , that the giving of entertainments, lectures or concerts on public streets, primarily for the purpose of selling patent medicines, trinkets or merchandise, shall be considered a misdemeanor and punished by a fine of not less than \$50. Section 2. Transient merchants, peddlers or professional men, who desire temporarily to engage in any line of business or profession within the corporate limits, shall pay monthly in advance \$25 as an occupation tax. Those failing to pay this tax in advance of their transacting any business shall be deemed guilty of a misdemeanor and upon conviction, shall be fined \$50.00 for each and every offense.

Section 3. All moneys collected from such transient merchants shall be paid into the general fund of the town treasury.

Section 4. This ordinance shall be in effect after its first publication in the local newspapers.

WHERE CAN ROLL REPAIRS BE OBTAINED?

Grain Dealers Journal: Will you please inform me where I can get repairs for the old Todd & Stanley (St. Louis) Rolls, and oblige.—Yours truly, V. D. Eberwein, Ralston, Okla.

WHO MAKES MACHINE TO SPLIT PEAS?

Grain Dealers Journal: Can you tell us the name of a concern manufacturing a machine to make split peas? We cannot find any such concern advertised in your valuable journal.—Very truly yours, The Chas. H. Lilly Co., by Frank Leckenley, v. p., Seattle, Wash.

WHO PUBLISHED "GRAIN TRADE TALKS?"

Grain Dealers Journal: Several years ago one of the Chicago grain commission brokers put out a series of little pamphlets called "Grain Trade Talks." Can the Journal inform me as to who it was?—W. H. Aiman, Pendleton, Ind.

Ans.: Ware & Leland.

HOW TO KILL WEEVIL?

Grain Dealers Journal: What is it that will destroy the small flour worm that sometimes gets in flour in the summer? Also, what will remove weevil from wheat in the bin without injuring the grain?—I. R. Blake, Basil, Kan.

Ans.: See reply to W. C. Wieters under this head on page 391 of Sept. 25th number of the Journal. For flour the use of a little more of the bisulfid of carbon is advised than for grain. The flour should be in burlap sacks, as the fumes will not penetrate paper sacks.

THE STORY OF EXCHANGE OPERATIONS?

Grain Dealers Journal: I would like to secure a book that tells the story of the Chicago Board of Trade operations in grain, so that I can more readily understand the daily quotations published in the newspapers. I want the A. B. C.'s of the thing—a book that makes plain the technical terms used and explains fully all matters pertaining to the grain business.

I have never seen such a book advertised, and write you in the hope that you can inform me where same can be found.

I want to learn more about the grain business generally, and hope you will kindly suggest some books, even if you cannot tell me about the particular book wanted.—Yours very truly, H. T. Lewis.

If the mixers continue to bid for wild oats all the widowers as well as the spendthrifts of the country will strive to make two grow where only one grew before.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

COLLECTING DAMAGES FOR MISROUTED GRAIN.

Editor Grain Dealers Journal: The writer has recently had occasion to refer to the Interstate Commerce Commission some claims against the P. C. C. & St. L. Railway for loss account of misrouting cars, payment of which claims was refused by the Panhandle people on account of the ruling made by the Interstate Commerce Commission. We did not think it possible that such a rule would be promulgated by any body of men, and particularly such a supposedly astute body as the Interstate Commerce Commission.

Briefly, our bills of lading showed routing on two cars of corn to Midway, Ky., by the Southern Railway. The Panhandle Railway out of Indianapolis routed the cars by the way of the L. & N. The corn went to a distiller and as is usually the case with the distillery trade, found our customer without stock and in need of the corn for immediate use. He paid the freight and hauled the corn from the L. & N. to his distillery and charged us \$10.00 drayage on each car. The amount of his claim was not exorbitant and as we saw nothing unusual in the procedure, we paid the claims and filed against the Panhandle Railway for like amount.

The claims were in due time refused by the Panhandle people on the ground that the Interstate Commerce Commission had made a ruling prohibiting the payment of such claims. We took the matter up with the I. C. C. at once and found that probably four or five months after our loss had been incurred, the Commission ruled, in substance, that when shipments were misrouted the carrier responsible for the misrouting should stand all loss and damage occasioned by such misrouting. Then, with a wisdom apparently born of absolute ignorance of trade conditions, the Commission outlined the only method by which this damage can be collected from the responsible carrier.

In the first place, according to the ruling, when cars arrive at destination misrouted, it is necessary to prove, first, that the cars have been misrouted, then, who is responsible for the misrouting, and then the railroad at destination must take whatever action is necessary, which in our case would have been the hiring of drays to deliver this corn to the distillery and paying for this work. In no case must either the shipper or the receiver handle the stuff, and in no case, the grain having been handled by the shipper or receiver, will any damage be allowed.

It is plainly to be seen that in this ruling the Interstate Commerce Commission saw a possible loophole for rebating and in order to prevent possible rebating, has made a ruling entirely inconsistent with prompt handling of the misrouted shipment. The Commission tells us that they have had to turn down hundreds of cases since that ruling has been made.

The writer does not believe such a ruling is within the bounds of law, nor is it right in any way. If hundreds of such claims have been turned down, the aggregate would be worth fighting for. Our claim amounts to \$20.00, and I would like to hear from any others who have had similar claims refused, with a view of the possibility of all getting together and taking the case into the courts.

It must be remembered that Interstate Commerce Commission decisions are not published to shippers and the only way under the sun any one is liable to find them out is to run up against them in the way of a claim as we have done.—Yours truly, A. F. Files, Evansville, Ind.

MR. MCQUILLAN'S DEFENSE.

Grain Dealers Journal: As you will no doubt have an article in your next issue regarding my suspension by the Chamber of Commerce Directors, I think it is only fair that you publish with it my side of the case, which is as follows:

We received from the shipper invoice for this car of oats which reads that the car contains 43,800 pounds. The car arrives and we sell it to the Felss Milling Co. in the regular way, getting more than the market, and advised the shipper immediately to that effect.

All our grain and hay is ordered weighed by the Chamber of Commerce Weighing Bureau, and on calling on it for a certificate of weight on this car, we were advised that as the car was irregularly weighed at Felss' they would not issue a certificate. Calling Felss Co. by 'phone, they gave us the weight of the car as 54,794 lbs. As the shippers' invoice called for 43,800 lbs. and the Chamber of Commerce Weighing Bureau (for reasons which it did not explain), refused to give us a certificate of weight of the car, it was very evident that there was a mistake in Felss' weights as furnished, especially as Mr. Felss, Sr., who personally looks after his business, was away on a trip.

As this mistake would evidently show up in a few days, and as it has been the custom when it has not been agreed to accept other than official weights, to compel the buyers to pay on shipper's weights when supported by affidavit, we immediately wrote the shipper asking for an affidavit of weights, and also asked him if it would be satisfactory to make settlement on that basis. We did this, so that when the mistake did show up, we could protect his interests.

In reply to this was his affidavit swearing that the car contained 43,800 lbs., conforming with his original invoice, and he also stated in a letter to us, that it would be satisfactory to settle on that basis. We had sent Felss Milling Co. invoice, feeling sure that when they got it they would discover their error. We at the same time (which was proven before the Board of Directors by sworn witness), made our books ready to "await developments of these weights." We also got the weights of the Railroad Co., which weighed the car at Peru, Ind.; its weights were 42,210 lbs. We were not in position to investigate these weights at Felss, as we were told, by one who was in position to know (which was also proven by sworn witness before the Board of Directors), that the Weighing Committee had it in charge, so of course we simply had to await developments.

We had no complaint from the shipper, nor have we any complaint even to this

day, but on the contrary he shipped us on consignment three cars; two of them fully two weeks after he got the account sales for this car.

With the shipper's weights on his invoice, his affidavit, and his statement that he would be willing to settle on these weights (and all this verified by the Ry. Co. weights) on one side, and with the Chamber of Commerce Weighing Bureau refusing us a certificate, and the Weighing Committee investigating the weights, on the other, I don't see how any one could help but figure that the mistake was on Felss' weights. The account was held open on our books and the balance was therefore held by us until it would be discovered to whom it belonged. This fact was proven by sworn witness as was also the fact that we had knowledge from proper authority that the Weighing Committee was investigating, which kept us from doing so ourselves.

Since the Committee had this up, we deposited a certified check for the difference, payable to C. B. Murray, Supt. Chamber of Commerce, as trustee, to be paid to the proper party when it was decided by the committee.

Since the decision of the Board, Mr. Felss, Sr., has returned, and he has stated that they were decidedly wrong in the weights they gave us by 'phone, and he learns that these oats were never weighed properly, but merely guessed at, and he demanded the money, and a hearing before the Board. This is just what we expected would occur, and I believe that it fully justifies our actions in holding the matter open.

I will, of course, be compelled to abide by the decision of the Board, but these are the facts in the case, and I still feel that I did right.—Yours truly, W. R. McQuillan, Cincinnati, O.

CINCINNATI'S WEIGHING SYSTEM TO BLAME.

Grain Dealers Journal: I notice your article in the Journal of Nov. 10th concerning constant trouble, etc., in the Weighing Bureau of the Cincinnati Chamber of Commerce, in which you say that the Committee recently appointed to investigate the method of weighing of grain revoked the commission of Wm. McCalister, as Chief Weigher.

Presuming that you wanted to be put right in your communication, I take the liberty of requesting the following corrections to be made: In the first place, I have been Chief Weigher of the Weighing Bureau since its commencement, Jan. 16th, 1906, and have been elected annually since that time, and always closed each year with commendation of the Committee handling the Bureau.

There was no necessity for the appointment of a Committee to investigate the method of weighing grain. From the rules governing the Chamber of Commerce Weighing Bureau you can readily see that the trouble was not in the Bureau but in the system adopted by the Cincinnati Chamber of Commerce in the weighing of grain, etc.

It is not the method, but the system that is wrong, and the Board of Directors of the Cincinnati Chamber of Commerce have tried repeatedly to get away from it, but up to date have failed to do so. They now have a Committee appointed to endeavor to arrive at a system whereby the weighers will be appointed and under control of the Chamber of Commerce Weighing Bureau, and not paid by the elevators, and warehouses, and under the

control of the owners of these plants as at present.

I am positive that this effort will fail as all others have done, and that the Cincinnati Chamber of Commerce will continue to put the work of the Bureau under suspicion. Any changes they may make in the Bureau will not change the system that is criticised by the trade, railroads, etc.

I am advised by our President that my honesty and integrity is not questioned, and after four years of hard work for the Bureau and careful work by the Committees in eliminating irregularities, etc., my many friends feel that it is my duty to give you, and the public through you, this statement.—Yours very truly, W. McCalister, Cincinnati, O.

BUFFALO AS A CORN MARKET.

Grain Dealers Journal: In deciding which market to favor with their shipments of new corn, it will be to the interest of shippers when comparing bids, to bear in mind the conditions existing in the different markets. Buffalo is especially fortunate in this connection. It is not only a short haul point as compared to seaboard markets, but it can also avail itself of both seaboard and interior markets whenever such markets will pay better figures than are obtainable in the Buffalo market.

Buffalo also possesses the advantage of being able to dispose of off-grade grain for feeding and various industrial purposes, both locally and at points further east. This prevents discounts on such grain from being excessive, as frequently happens in seaboard markets where there is practically no outlet for off-grade grain, except by drying for subsequent export.

The uniform rules for grading are in effect at Buffalo, and the Buffalo Corn Exchange Inspection Department has a reputation for interpreting these rules fairly. This fact alone is of the greatest importance. Yours very truly, Eastern Grain Co., H. T. Burns, Sec., Buffalo, N. Y.

BUY GRAIN ON ITS MERITS.

Grain Dealers Journal: I wish to ask how is an agent going to get a full share of the business at a country station, when his competitor pays top market price for everything that comes onto the scale regardless of grade. Some line company managers in Nebraska who say "Buy grain strictly on its merits." If it grades 2 pay for 2, but if it grades 3 don't pay for 2. At the same time they say, "We expect you to get a full share of the business."

For instance, at a certain town in Nebraska a farmer pulled up to my office with three loads of musty, no grade wheat. I bid 80c per bu. or an average of a 20c discount. The farmer pulled over to my competitor's scale and got \$1.00 per bu for this no grade stuff. The farmer is going to sell to the highest bidder same as anybody else. We can't blame the farmer, but you can blame the company that employs the man who is so negligent. I say, hire men who not only know how to grade grain properly, but hire men who will buy grain strictly on its merits, and thereby place all buyers on an equal basis. Then managers will have a right to expect buyers to get a full share of the grain coming into their station.—Yours truly, Percy Reed, Silver Creek, Neb.

The GRAIN DEALERS JOURNAL.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont., Nov. 1.—Reports on fall wheat sown this year show an acreage of 790,300 acres, of which 682,500 acres are in Ontario and 107,800 in Alberta; compared with 609,200 acres in Ontario and 98,000 in Alberta last year. The crop's condition is reported at 98.4% compared with 93.6% last year.—Archibald Blue, chief of the Census & Statistics Office, Dept. of Agri.

IDAHO.

Deary, Ida., Nov. 10.—In spite of the continued drop in prices of wheat and oats ranchers in the territory known as the Upper Potlatch are not inclined to sell. Wheat is now quoted at 55¢ per bu. for club and oats at \$1.10 per cwt. Not over 60% of a crop in this territory and speculators buying in the fields at harvest time put prices way above normal.—X.

ILLINOIS.

Eldena, Ill., Nov. 19.—Corn crop good; yield from 30 to 70 bus. per acre; quality best in last three years.—F. Glessner.

Edwardsville, Ill., Nov. 16.—Corn is now well matured and is being marketed; quality and yield will be exceptionally good.—E. J. Jeffress.

Mt. Auburn, Ill., Nov. 21.—Corn averages 50 to 100 bus. per acre and is of good quality.—F. J. Zimmerman, mgr. Mt. Auburn & Osberndale Grain Co.

Stonington, Ill., Nov. 16.—About two-thirds of the corn is husked, yield 50 bus. per acre, quality fine. Farmers are cribbing as prices are low.—A. W. Walls.

Lombardville, Ill., Bradford p. o., Ill., Nov. 19.—We have a big crop of corn, contains much moisture. Very little corn is moving; farmers are waiting for 40c.—M. Mallett & Code.

Hartsburg, Ill., Nov. 19.—Grain men here are handling some new corn that contains a good per cent of moisture. We are having fine weather for husking which will be finished this month; some farmers are already thru; good yield and good quality. Wheat needs rain.—Larkin G. Nall, mgr. Hartsburg Grain, Coal & Lbr. Co.

Decatur, Ill., Nov. 15.—Offerings of new corn are very light and little old corn is being sold. Dealers are putting their early receipts into cribs as a rule and will make practically no sales and but very few consignments. Farmers are busy husking and are only selling the new corn which their cribs will not hold, and dealers are not inclined to sell short.—C. A. Burks.

INDIANA.

Kokomo, Ind., Nov. 8.—Large crop of corn in this locality but none moving at present as it is very wet.—C. S. Campbell, mgr. L. E. & W. Eltr.

Matthews, Ind., Nov. 16.—Crops of all kinds fairly good. Corn husking is progressing nicely, quality fair but yield not as good as anticipated. A large acreage of wheat sown this fall, looks fine and but very little talk of fly in it. Expect considerable corn will be offered on this market as not many hogs are in this neighborhood.—W. L. Allison, agt. Woodbury-Elliott Grain Co.

Indianapolis, Ind., Nov. 21.—Owing to the soft condition of the corn crop many farmers are awaiting a sufficient number of freezes to dry the corn so it may be cribbed. In the higher and dryer localities of the state corn harvesting is progressing. From the number of new cribs seen one would infer that the corn raisers intend holding their corn for better prices than prevailing at present. A big demand has set in for hogs for feeding.—F.

Leesburg, Ind., Nov. 16.—Farmers are just starting to pick corn which is not turning out very well; yield, 10 to 40 bus. per acre with considerable moisture. Have not taken in a bushel so far and do not expect to ship any before the first of next year. Early sown wheat was hard hit by fly but late wheat is in good shape with good acreage. Oats made a slim crop but of fair quality; rye a small crop.—Wm. Baugher, mgr. eltr Leesburg Grain & M. Co.

IOWA.

Wiota, Ia., Nov. 14.—No new corn moving yet. Yield not up to expectations and anticipate light movement until dealers can pay 35¢ or better. The usual amount of stock on feed.—Christie & Sherret.

Owasa, Ia., Nov. 16.—The corn crop is the largest harvested since 1895, averages 50 bus. to the acre with some fields going as high as 70 bus.; 80% of it will be cribbed this week. Splendid weather for husking and if it continues corn will come to market in fine condition. A large yield of oats and farmers willing to accept present prices; about 40% of the oats back in the country but 30% would move them out.—R. Welsh, mgr. Farmers Co-op. Eltr. Co.

KANSAS.

Niles, Kan., Nov. 21.—Corn crop in this vicinity is good.—R.

Atchison, Kan., Nov. 16.—The farmers are cribbing their corn.—I. R. Washer Gr. Co.

St. Marys, Kan., Nov. 21.—The corn crop here is the best it has been for the last ten years.—R.

Lyndon, Kan., Nov. 21.—Corn crop reported only fair but of good quality. Farmers are not free sellers at present prices.—R.

Atchison, Kan., Nov. 16.—We are getting lots of new corn. It is a little tough but grades No. 3. Farmers are cribbing their corn.—C. H. Blanke, Blair Eltr. Co.

Culver, Kan., Nov. 10.—Wheat is suffering badly for moisture. Corn is turning out well. Feeders stocking up on cattle.—Jno. E. Hughes, mgr. Culver Grain & L. S. Ass'n.

McPherson, Kan., Nov. 16.—We have a good crop of oats. Corn is a good half crop on large acreage. Kaffir corn, sorghum and all such crops are good. Our wheat was a failure here; a large acreage of all other field crops.—F. P. Hawthorne.

Stafford, Kan., Nov. 17.—Wheat not looking very good. Have not had moisture since August; hundreds of acres not up yet and can not come up until we have rain or snow. Wheat sown the last of August or the first of September is up and covers the ground quite well but is dying out in spots. About 50% of this year's crop in farmers' hands.—Frank W. Wirt, mgr. Bedford Grain & S'ply Co.

KENTUCKY.

Dycusburg, Ky., Nov. 22.—The corn here was of good quality and large in quantity. A larger crop of wheat has been sown around here than has been for several years. No wheat in farmers' hands here as the crop last year was small.—Cassidy & Dewey.

MARYLAND.

Baltimore, Md., Nov. 21.—This year Maryland produced 13,861,000 bus. of wheat, 23,684,000 of corn, 810,000 of oats, 338,000 of rye, 31,000 of barley, 166,000 bus. of buckwheat and 393,000 tons of hay; compared with 11,165,000 bus. of wheat, 21,980,000 of corn, 711,000 of oats, 282,000 of rye, 32,000 of barley, 149,000 bus. of buckwheat and 356,000 tons of hay produced in 1909.—C.

MINNESOTA.

Faribault, Minn., Nov. 10.—We will not sell oats or barley on account of light crop; hardly think we had a half crop of either. Wheat about an average crop but smutty. Corn is reported good in some places and poor in others.—B. J. Sheridan, mgr. Farmers Co-op. Eltr. Co.

Guckeen, Minn., Nov. 11.—Crops of all kinds were good here this year. Not much now coming to market, holding for better prices. Our corn is very good and dry, now fit to shell. It will take about two weeks to finish husking. Help hard to get.—T. F. Garry, agt. Western Eltr. Co.

MISSOURI.

Aurora, Neb., Nov. 19.—Corn husking well under way, corn running about 35 bus., and of better quality than last year.—Hamilton Gr. Co.

Mapps, Neb., Nov. 19.—Crops fair here, wheat made from 15 to 30 bus., oats about 35, and corn about 30. Corn husking about over, about 25% yet in field.—Morrison Castle, mgr. Van Wickle Grain & Lumber Co.

St. Joseph, Mo., Nov. 16.—Corn will be the best in quality in 20 years. The farmers are busy filling their cribs and about Dec. 1 it shud be coming in. If plenty of snow comes I think Kansas will have another yield like 1901-2. Just such conditions existed then. Kansas will raise 100,000,000 bus. next year.—F. R. Warrick, mgr. Elwood Gr. Co.

NEBRASKA.

Omaha, Neb., Nov. 14.—Farmers are busy husking. Early returns show an average of from 15 to 20 bus. per acre. Late corn seems to be very good.—J. H. Conrad.

NORTH DAKOTA.

Medford, N. D., Nov. 18.—Crops not good this year.—Donavan Eltr. Co.

OHIO.

Prospect, O.—Wheat and oats good crops, but farmers not selling.—H. W. Wolfley.

Urbana, O., Nov. 18.—Corn is poor here owing to hailstorm and wet weather.—J. B. Outram.

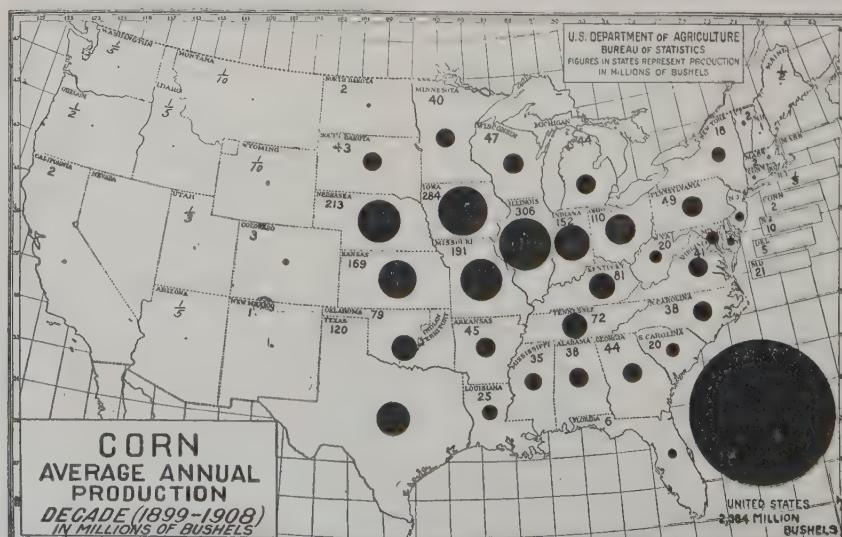
Rushville, O., Nov. 21.—Our growing wheat is looking well but needs rain. Corn crop is not as large as it was last year.—Murphy & Spence.

Ottawa, O., Nov. 16.—Growing wheat is looking fine, acreage same as last year; 50% of the wheat in farmers' hands.—P. Mamer, Mamer Bros.

St. Johns, O., Nov. 17.—Corn not moving from here, as it was late, and of poor quality, poorest crop since '83. More cattle on feed than ever before.—Nutt, Allen & Co.

Maplewood, O., Nov. 17.—Corn is not in condition to shell and ship with safety and will not be merchantable before the holidays. Prospect for wheat is good.—O. W. Cook.

Mt. Cory, O., Nov. 12.—Growing wheat is looking good, about 10% more wheat sown than last year. Corn is in poor condition.—A. C. Dicus, mgr. Farmers Eltr. & Exchange Co.



The GRAIN DEALERS JOURNAL.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

The Erie gives rates on grain and products from Erie points to Erie R. R. points; Dec. 2.

Vandalia, ICC 2527, rules and regulations governing allowances for transfer of grain, in effect Dec. 4.

Rules governing elevation allowance at Cincinnati, O., are given by the Norf & West in ICC 4071; effective, Dec. 1.

The C. R. I. & P. has issued Sup 6 to ICC C8953, giving rules governing elevator charges at Armourdale (Kansas City), Kans., Dec. 19.

Rates are given by the G R & I in Sup 1 to ICC 1001 on grain and products from its stations and connections to C F A points; Nov. 28.

C. M. & St. P., Sup 31 to ICC 9818, grain between Chicago, Milwaukee, Racine, Wis., and stations in Ill., Wis., and Mich., effective Dec. 9.

To Charlestown, W. Va., from Cincinnati, O., and rate points on grain and grain products, 9c, given in Sup 18; B. & O. S. W., to ICC 6575, effective, Feb. 1, 1911.

Grain and grain products from East St. Louis, Ill., and St. Louis, Mo., to stations in O., and Charlestown, W. Va., in effect Dec. 15, B. & O. S. W., Sup 20 to ICC 6617.

Sup 4 to ICC 61, C. & A., flaxseed and articles taking same rates from Chicago, Ill., to Hannibal, Mo., 10½c; from Peoria, Ill., to Hannibal, Mo., 10½c in effect Dec. 7.

ICC A1647, rates on wheat from Kansas City, St. Joseph, Mo., Atchison and Fort Leavenworth, Kan., to Alton, Ill., have been issued by the Mo. Pac., 9c; in effect Dec. 13.

The L. S. & M. S., in Sup 5 to ICC A2532, has issued rules governing application of rates on grain and grain products from Chicago, Ill., to C. F. A. points; effective Dec. 15.

Sup 5 to ICC 5375 B. & O., grain and grain products from Cincinnati, O., Loveland to Beardstown, Ashland and Springfield, Ill. (numerous rates), in Ind., interstate; effective Dec. 10.

The Northwestern in Sup 29 to ICC 6815 publishes the rates on grain and flaxseed between stations in Ill., Wis., Mich., Ia., Minn. and stations in Neb., Wyo. and S. D.; Dec. 1.

Grain and products and articles taking grain products rates from Mich. Cent., stations to C. F. A. points have been changed by the Mich. Cent., Sup 5 to ICC 3778; effective Dec. 5.

The rates on grain and flaxseed between stations in Ill. and Minn. and stations in Ia., Minn., N. D. and S. D. are given by the Northwestern in Sup 24 to ICC 6907; effective Dec. 1.

Sup 11 to ICC 9741 as issued by the C B & Q gives the rates on grain and grain products and seeds between Kan., Mo., Ia., Neb. points and stations in Ia. and Mo.; in effect Dec. 1.

Wabash, ICC 2576, rates on grain and its products from National Trans. Co., stations (Illinois River) to Buffalo, N. Y., Cleveland, O., Detroit, Mich., Pittsburgh, Pa., Toledo, O.; in effect Dec. 3.

The rates on grain and products between Allegheny and Buffalo division sta-

tions to Pennsylvania stations and connections are given by that road in Sup 3 to ICC SS855; in effect, Nov. 28.

B. & O. S. W., Sup 5 to ICC 5375, grain and grain products from B. & O. S. W. stations west of Aurora, Ind., to B. & O. S. W. stations Flora, Ill., and east thereof, in Ind.; interstate; in effect Dec. 16.

Rates on grain and grain products from Kansas City, Independence, Mo., Atchison and Leavenworth, Kan., to Alton, Ill., and Ind., stations have been changed by the Mo. Pac., ICC A1651; effective Dec. 22.

Sup 3 to ICC 993 as issued by the G. R. & I. gives rates on grain and products from its stations and connections; also proportional rates from Mackinaw City, Mich. to eastern cities and Canadian points; effective Nov. 28.

Ill Cent in Sup 1 to ICC 4316 gives rates effective Dec. 3, on grain, cleaned, clipped, graded, inspected, milled, mixed, sacked, shelled, stored or weighed at Cairo, Ill., and reshipped to Ill Cent stations and connections.

Ill. Cent. in Sup. 3 to ICC A7734 publishes the rates on grain from its stations in Ill. and Ind. and Dubuque, Ia.; also from Toluca M. & N. stations to eastern, New England, C. F. A. and Canadian points; in effect Dec. 3.

In Sup II to ICC A6520, the Ill. Cent., has published rates on grain and products, from Ill. Cent. station in Ill., Evansville, Ind., and St. Louis, Mo., and Ill. Cent. stations and connections in Ind., Ky., Mich., and O.; effective Dec. 8.

The C St P M & O in Sup 9 to ICC 3431 announces the rate on grain and products from stations in Minn. and Wis. to D S S & A, Manistique Ry., Marquette & S E, Mineral Range and Munising Ry. stations; in effect Nov. 30.

Grain and its products, hay and straw from Mississippi and Missouri River points, also northern, western, C. F. A., and southern points to La., rates have been published by the S. W. Trf. Com., in Sup 3 to ICC 742; effective Dec. 13.

C M & St P in Sup 9 to ICC B1791 gives the rates on grain and products between C M & P S stations and connections and Chicago, Milwaukee, St. Paul, Duluth, Council Bluffs, Omaha, and Kansas City, Mo.; in effect Dec. 1.

No charge will be made for service on corn for experimental purposes from Baltimore, Md., to Chicago, Ill., and return, and cars consigned by the U. S. Department of Agriculture, P. RR. ICC G02846, in effect Dec. 10, expires March 31, 1911.

On account of the close of lake navigation the Gt. Nor. has issued ICC A3325, giving rates on barley, rye, corn, oats, and wheat from Marshall, Pipestone, Minn., Sioux Falls, S. D., Doon, Ia., to St. Louis, Mo., and East St. Louis, Ill.; in effect March 11.

The Canadian Pacific gives rates in ICC E1181 from Goderich, Owen Sound and Victoria Harbor, Ont., to Boston, Mass. and rate points as follows: corn, 7½c per bu.; wheat, 8c per bu.; oats, 4½c per bu. of 32 lbs.; effective Nov. 26.

Rates are given by the Ill. Cent. in Sup 2 to ICC 318 on grain, cleaned, clipped, graded, inspected, milled, mixed, sacked, shelled, stored or weighed at Evansville, Ind., and Henderson, Ky. and reshipped to Ill Cent station and connections; in effect Dec. 3.

Rules governing bridge, ferry, drayage, and switching absorptions and allowances

for grain doors in Ill., and St. Louis, Mo., also transfer and drayage between St. Louis, Mo., and East St. Louis, Ill., have been issued by the Sou Ry., Sup 5 to ICC C1328; in effect Dec. 7.

M. K. & T., Sup 1 to ICC A3436, grain, grain products, broom corn, seeds, hay, and straw, from Chicago, Ill. and M. K. & T. stations in Mo., Kans., and Okla., to Memphis, Tenn., Little Rock, Fort Smith, Ark., and other stations in Ark., and Okla.; effective Dec. 12.

Rates on grain, grain products, broom corn, and seeds, between Missouri river points and stations in Kans., Nebr., Colo., and Okla.; also between C. R. I. & P. stations in Colo., Nebr., and Okla.; have been published by the C. R. I. & P., Sup 38 to ICC C7979; effective Dec. 20.

S W Trf Com in Sup 2 to ICC 752 gives the rates on grain and products, seeds, hay and straw, from Texas points to stations in Mo., Colo., La., Tenn., Miss., Ky. and Wis., also points in Kansas groups 1, 2 and 3, Fox River territory and Omaha-Davenport territory; also from La. points to Tex. points; Dec. 1.

New Grades at Pittsburg.

Effective Nov. 15, the Pittsburg Grain & Flour Exchange has adopted the following new grades of corn and oats:

CORN.

No. 2 Yellow Ear Corn—Shall be 95 per cent yellow, sound, clean of husks or silk, and must not contain more than 10 per cent of small ears or nibbins.

No. 3 Yellow Ear Corn—Shall be 90 per cent yellow, reasonably clean of husks and silk, and shall contain not more than 10 per cent of damaged ears.

Note.—The prefix "New" shall be added to ear corn from the movement of the crop to the first of February, or until new ear corn is dry enough to go into the regular grades.

No. 2 Yellow Shelled Corn—Shall be 90 per cent yellow, clean, plump, and may contain not more than 5 per cent of damaged or shrunken grains, and not more than 16 per cent moisture.

No. 3 Yellow Shelled Corn—Shall be 90 per cent yellow, reasonably clean, and may not contain over 10 per cent of damaged or shrunken grains, and not more than 18 per cent moisture.

No. 4 Yellow Shelled Corn—Shall be merchantable corn, not good enough for No. 3 grade.

No Grade Corn—Cool and sweet corn, containing over 18 per cent moisture, shall be graded "No established grade."

Rejected Corn—All heated, musty, or very dirty corn shall be graded "Rejected."

High Mixed Corn—Shall be 80 per cent yellow.

Mixed Corn—Shall be at least 50 per cent yellow.

Low Mixed Corn—Shall be at least 25 per cent yellow.

White Corn—May be classed the same as yellow by substituting the word white in place of yellow.

OATS.

No. 1 White Oats—Shall be white, dry, sweet, sound, bright, clean, free from other grain, and weigh not less than 32 pounds to the measured bushel.

No. 2 White Oats—Shall be 95 per cent white, dry, sweet, contain not more than 1 per cent of dirt, and 1 per cent other grain, and weigh not less than 29 pounds to the measured bushel.

Standard White Oats—Shall be 92 per cent white, dry, sweet, shall not contain more than 2 per cent of dirt and 2 per cent other grain, and weigh not less than 28 pounds to the measured bushel.

No. 3 White Oats—Shall be sweet, may be slightly discolored, but in other respects equal to "Standard oats," and weigh not less than 26 pounds to the measured bushel.

No. 4 White Oats—Shall be sweet, but may be discolored. Shall not contain more than 5 per cent of dirt and 10 per cent of other grain.

Rejected Oats—All damp, heated, unsound or very dirty oats shall be graded "Rejected."

No Established Grade—Oat screenings and purified oats shall be graded "No established grade."

Clipped Oats—Shall conform to the regular grades of white oats with the notation "Clipped."

Light Mixed Oats—Shall not contain over 25 per cent black, but in other respects equal to the regular grades of white oats.

Mixed Oats—All oats over 25 per cent black, but in other respects equal to the regular grades of white oats.

"Note."—Yellow or golden oats shall not be graded better than No. 3 white.

Keeping Account of Grain in Terminal Elevator Bins.

Keeping account of grain in each bin of a terminal elevator, is no idle man's task. In many terminal houses all lots of grain of like grade may be stored in the same bin, but in the new million bushel elevator of the B. & A. Railroad at East Boston, Mass., it is intended to preserve the identity of each lot of grain, hence a large number of bins are provided. The record of the grain spouted into and taken out of each bin, is kept on a blackboard 4x11 feet in the weighmaster's office in cupola, the blackboard representing the plan of the bins.

A steel curtain is provided so that it can be rolled up out of the way during working hours and then closed down and locked when the weighman leaves his office. This insures protection for his blackboard records.

The bins of the elevator are arranged in five rows extending lengthwise of the house and in 19 rows of five each, running crosswise of the house. Some of the bins are divided thus forming two, three and four small bins and where this is done, the small bins are given same number as if not subdivided with the exception that A, B, C or D is made a part of its number.

Ample room is provided on the blackboard so that weighman can enter kind, grade and amount of receipts or shipments on the part of board bearing the number which corresponds with the number of the bin.

In the Superintendent's office on the first floor, is another board, designed to keep a similar record of the contents of each bin. This board is made of poplar, finished all over in the natural color of the wood and varnished. The lines, letters and figures are painted in clear black ink. In each space allotted to a bin, is a brass screw hook.

Brass card holders are provided so that cards bearing a detailed record of kind, quality and quantity of bin's contents may be slipped into the card holders. The card holders have clearly stamped in their tops the names of the different kinds of grain, so that the Superintendent can readily learn the contents of any bin at a glance.

In some of the large terminal elevators elsewhere the bins are numbered consecutively from one corner lengthwise of the house and each row is given a different letter, beginning with A, so that the bin at starting point would be 1A, and the bin next to it longitudinally would be 2A, while 1B would be next to it across the house.

Some Superintendents have diagrams showing bin arrangement and numbers and keep track of the kind, quality and quantity of each bin's contents on heavy cardboard, which have holes punched in one end to facilitate their hanging up on proper space and a different colored card is used for each kind of grain, so that the Superintendent does not need to bother with card holders, which some consider a useless expense.

The record boards of the B. & A. elevators were designed by the engineers of the Witherspoon Englar Co.

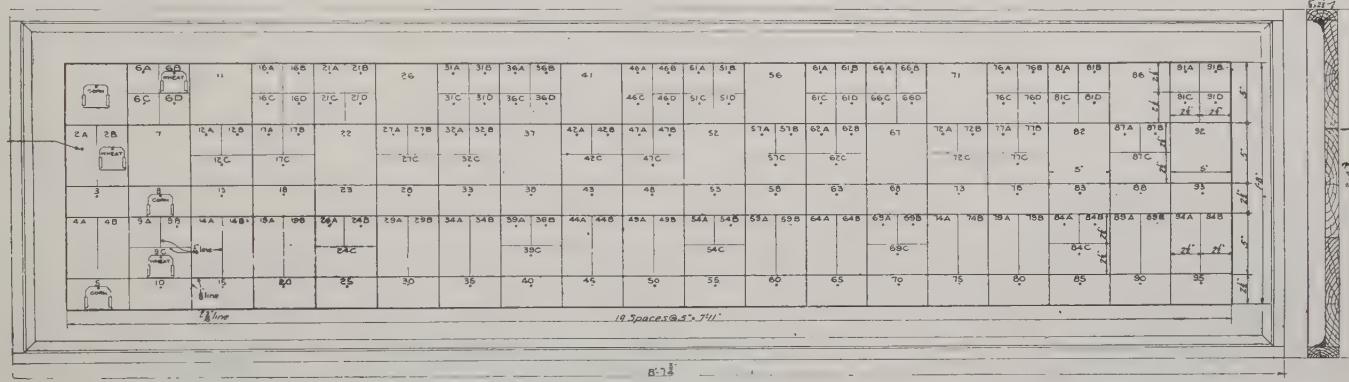
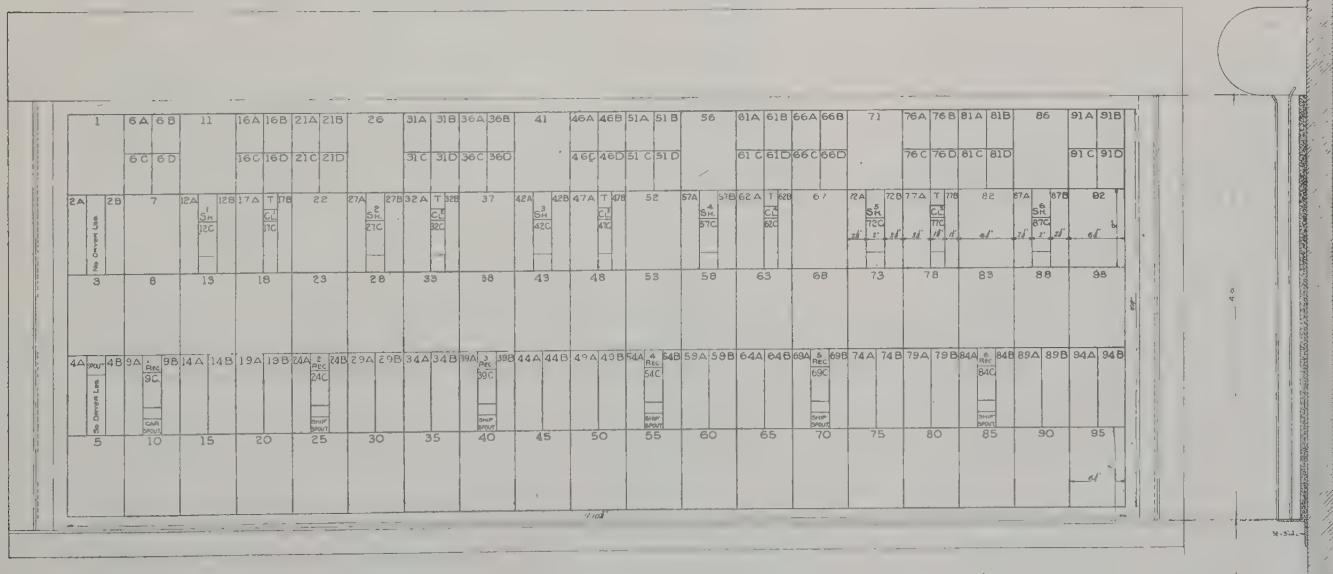


Diagram of Bins in Supt's Office B. & A. R. R. Elevator for Hanging Cards Bearing Record of Each Bin's Contents.



Blackboard in Weighmaster's Office B. & A. R. R. Elevator for Recording Contents of Each Bin.

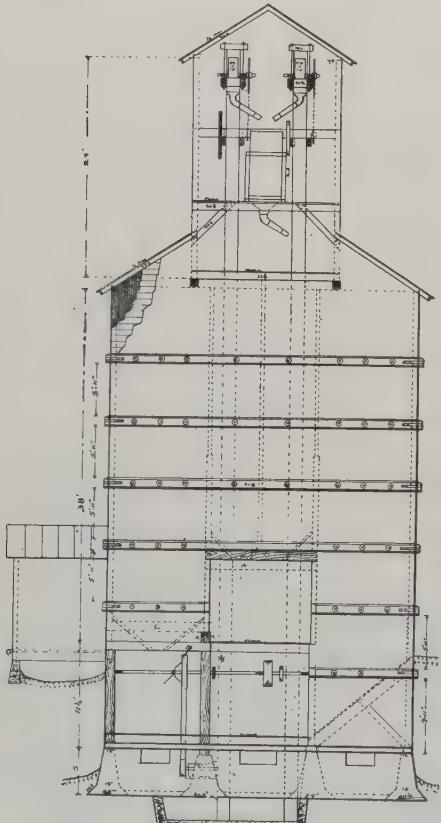
The GRAIN DEALERS JOURNAL.

New Popcorn Elevator at Odebolt, Ia.

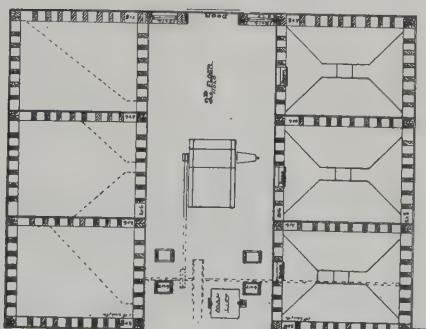
Odebolt, Ia., seems to be the center of the country's popcorn section, for there the farmers market more popcorn than at any other station in the country. The elevator illustrated herewith has recently been completed at Odebolt for Reuber & Bruce by G. H. Birchard, who is also building another popcorn elevator at the same station.

The new plant has storage room for a little over 30,000 bus, and is designed with the idea of economizing time and labor without reducing the handling capacity. It is being used principally for shelling, cleaning and sacking popcorn, sacking spouts being provided for each bin of the plant.

The main building is 36x34 feet, 50 feet to the square on the track side. The basement and foundation is of heavy concrete, the basement floor being covered with six inches of concrete. The building is of heavy studded construction, reinforced with three-fourths inch rods and four inch cast iron washers, the rod girts on the outside of the building being 4x8 inches and reinforced at the corners with heavy strap iron bent so as to join around the corners. All exterior parts of



Cross Section.



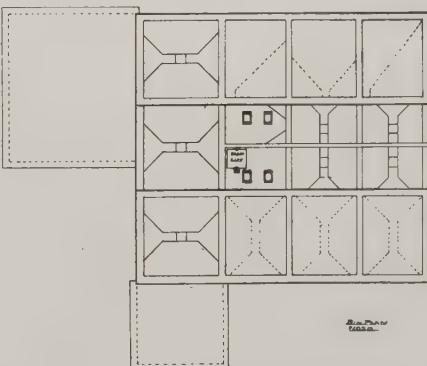
Second Floor Plan and First Floor Plan of Popcorn Elevator of Reuber & Bruce, at Odebolt, Ia.

the building are covered with the best grade of galvanized iron, the roofs being covered with double lock seam roofing. Even the rod girts are entirely covered with galvanized iron.

The driveway through the building contains two wagon dumps, each dump having a double dump hopper. From these hoppers, grain drops to sheller in basement or direct to one of the two elevator roofs as desired. Clutch drives are provided so that any machine or leg can be operated or cut out whenever it is not in use.

The cupola is 36x16 feet, 25 feet to the square. The first story is designed as a distributing story, grain being taken from the corn cleaner above and diverted to shipping spouts, to a Fairbanks Automatic Scale or to any of the bins. The second floor of cupola contains the elevator heads, corn cleaner and turn heads.

Each leg is equipped with 12x6 inch buckets and may be operated independent of the other. The spouting in the cupola is of heavy steel.

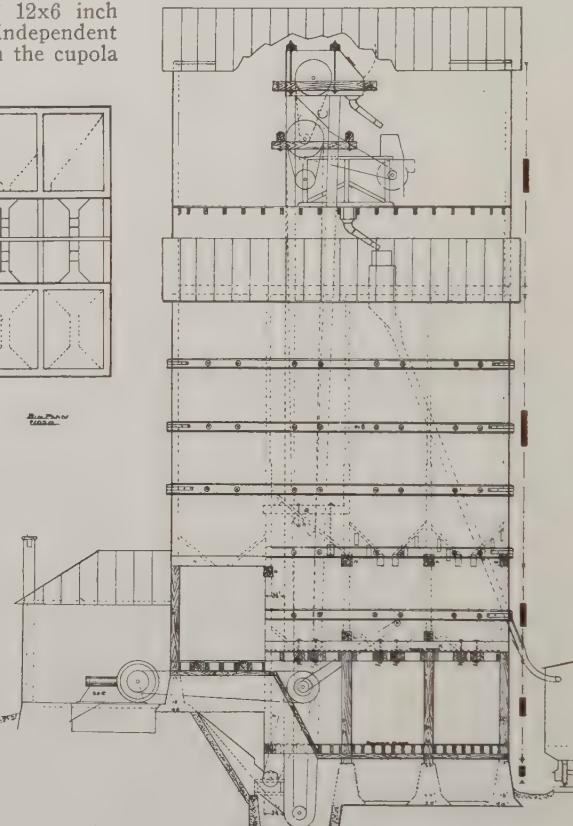


Bin Plan.

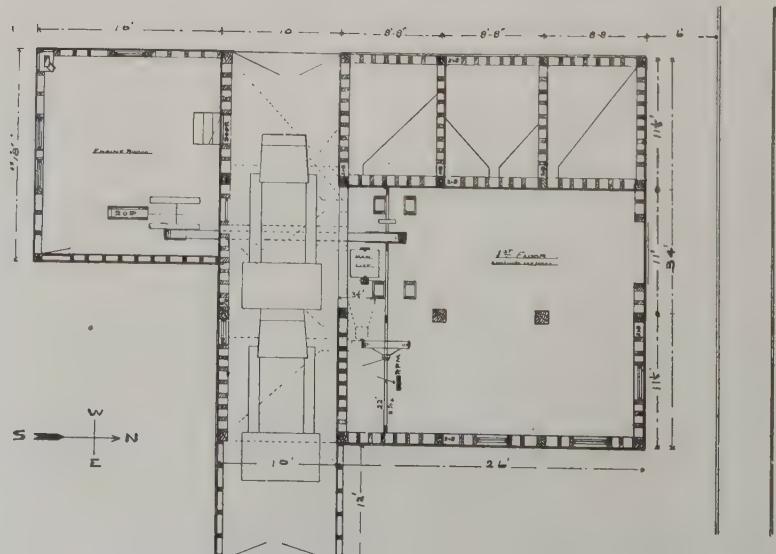
On the first floor of elevator is a sacking room 22x26 feet, and above it a cleaning room 12x26 ft.

The house is equipped with a No. 1 Victor Sheller, a No. 2 Cornwall Corn Cleaner, a No. 59 Clipper Cleaner, three Birchard Distributors and one feed mill.

The engine room, which is 16x18 feet, has a heavy concrete foundation and the floor is covered with a heavy concrete surface. The power room is equipped with 21 h. p. Otto Gasoline Engine, a large cistern and a circulating pump for cooling the engine cylinder. Should operator neglect to drain water from engine cylinder, it will at once drain back into the cistern and thus prevent freezing and cracking of water jacket every cold night. The plant is so complete and so thoroughly well equipped that the owners find joy in operating it.



Longitudinal Section.



The Grain Dealers Daily Mail.

BY AN OBSERVER.

If track buyers and commission merchants of central markets knew positively how the average country grain shipper handles the 40 to 60 epistles he daily receives, not only would they do some strong talking, but they would cut down their lists. Many shippers hastily glance through their daily mail, pick out those bearing two-cent stamps and one or two others and throw the balance in the waste basket without even looking at them. It serves as kindling wood for his morning fire and helps to warm up the office.

Many shippers receive the mail addressed to firms long since dead and out of business, and such mail receives even less attention than the cheapest circular. It is wonderful how careless some receivers are in the matter of permitting old names to be carried on their lists years after anything is received from them.

One morning recently I happened to be in a shipper's office as he was sorting out the wheat from the tare. Three-fourths of it went into the waste basket unopened. I noticed one letter from a machinery dealer which I picked up and asked why he had thrown it away. He admitted it was through an oversight and eagerly glanced over its contents, because he was in the market for the very machine therein described. He was glad to have the circular.

I have known of cases where shippers could have obtained a much higher price for their grain had they examined every bid received. While it is not good policy to be guided alone by the price bid, still it is well to take the prices offered into consideration with the character of the firm bidding. No doubt the average grain shipper's mail is now greatly overburdened, and uselessly so.

If all of the half-hearted efforts of re-

ceivers to get shippers' business were eliminated, the others would have much more attention, hence I believe it would be more profitable to pick out a select list and be sure that it is a correct list of live dealers, and then work it intelligently and persistently. I believe that fully 85 per cent of the mail efforts to obtain business are without results.

The Grain Dealers Journal is the best grain paper.—D. R. Risser, Vaughnsville, Ohio.

Buckwheat amounting to 63,906 bus. was exported during the eight months prior to Sept. 1, compared with 194,614 bus. during the same months of last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Linseed cake aggregating 38,598,278 lbs. was exported during the eight months ended Sept. 1; against 34,601,544 lbs. in the corresponding period of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Pres. Wayne has appointed the following committee to represent the Grain Dealers National Ass'n at the Academy of Political Science Conference: Ely Bernays, chairman, New York, N. Y.; E. L. Rogers, Philadelphia, Pa.; John M. Dennis, Baltimore, Md.; Hiram N. Sager, Chicago, Ill.; E. A. Reynolds, Crawfordsville, Ind.

The future of wheat values is largely bound up in Russia. Her shipments denote an enormous crop. Of the 550,000,000 wheat exported last year Russia supplied 218,000,000. It can be calculated that the United States, the Argentine and Canada from now to July 1, 1911, can supply 190,000,000. The balance required—174,000,000—by the wheat consuming world should easily be supplied by the remaining shipping nations.—E. W. Wagner & Co.

Reclaimed Marsh Lands of the South as Cornfields.

The attention of the entire grain interests of the country has been turned during the last few years to the possibilities of the South as a corn producing territory and especially to the possibilities lying in the reclamation of the great marsh lands which border the rivers of the South for miles upon miles and which form at the foot of the Mississippi the great Delta. For countless years, the Father of Waters has been carrying from 25 states of the Union, the rich surface soil of the North, East and West and has been depositing it in the great swampy bottom lands of the South, which up until the last few years, have been considered as of no value to anyone.

It has been found, however, that these great marshes have their use and the farmer of the South is now working as hard to drain them as the farmer of the West is trying to induce the water to flow into his thirsty acres.

In 1907 the Mexican boll weevil destroyed the cotton crop of Louisiana and the discouraged planter, turning to corn, found to his surprise that he could grow upon his cotton fields over 50 bus. of corn to the acre. He also found by draining the hitherto worthless marshes, he could do even better and raise as high as 100 bus. to the acre. In 1908 Louisiana produced 31,190,000 bus. and in 1909, 51,198,000 bus., an increase of 60 per cent which was far greater than any other state in the Union and shipped for the first time millions of bus. of corn to Europe which ranked A-1.

Across the river in Mississippi the same thing has happened and the Secretary of Agriculture in his report, issued October 15th, says: "Mississippi will this year make the largest corn crop in the history of the state. The crop is made and largely gathered and the yield will be large. In many sections on small acreages, more than 100 measured bus. per acre have been gathered. For the first time considerable corn will be shipped from the county in which it was made."

Until lately there was so little corn shipped from Mississippi that the railroads were not asked for rates, but recently the state railroad commission of Mississippi granted rates which became effective Oct. 10, on corn, which will greatly encourage its export.

It is estimated that there is almost 12,000 square miles of this land which can be made productive at a cost of about \$20.00 per acre. The water is drained off in much the same manner as it is distributed in the irrigated farms of the West, with a deep main canal and many smaller ones.

Were I still in the grain business I would not do without the Grain Dealers Journal.—R. B. McReynolds, Gerlaw, Ill.

We have taken the Grain Dealers Journal for one year and do not see how we could possibly get along without it.—Lutz, Barnt & Lutz, Southworth sta., Delphos, Ohio.

A great irrigation system is being planned for the valley of the Tigris and Euphrates Rivers which, it is believed, will greatly add to the wheat crop of the world.

We cannot get along without the Grain Dealers Journal. We get more genuine information from it about the grain situation than from any other source.—J. M. Long, Cheraw, S. C.



New Popcorn Elevator of Reuber & Bruce at Odebolt, Ia.

Seeds

The John H. Allen Seed Co., of Sheboygan, Wis., will erect an addition 50 by 130 ft.

The Reichert & Schulte Co. of Houston, Tex., has finished its new seed house, 50 by 100 ft.

During the week ending Nov. 19, New York exported 1,211 bags of clover seed, and imported 2,250 bags.

Culver, Kan.—The crop of alfalfa seed is good in quality and quantity.—John E. Hughes, mgr. Culver Grain Ass'n.

Amarillo, Tex.—We recently shipped a carload of alfalfa seed raised in the Texas Panhandle to Lawrence, Kan.—Early Grain & Eltr. Co.

Leesburg, Ind.—Clover seed is a small crop. We have not shipped much and will retail all that is left.—Leesburg Grain & Milling Co.

Columbus Grove, O.—The crop of clover seed is very light and the quality is fairly good. Farmers are holding the seed.—R. C. Deffenbaugh, mgr., Columbus Grove Grain Co.

Deshler, O.—Clover seed crop was very poor and most of it was rejected seed. The grown crop is looking good; 33% more sown than last year.—J. H. Miller, agt. S. L. Snyder & Co.

New Hampshire, O.—The quality of clover seed was very poor, especially the late threshed seed. The average yield was one bu. per acre.—P. A. Smith mgr. New Hampshire Grain Co.

The Value of First Generation Hybrids in Corn is the subject of Bulletin 191 of the Buro of Plant Industry of the U. S. Department of Agriculture, by G. N. Collins, botanist; 45 pages. Price, 10 cents; supplied by the Superintendent of Documents, Washington, D. C.

During October Peoria received 315,000 lbs. of seeds and shipped 513,500 lbs.; compared with 135,000 lbs. received and 210,000 lbs. shipped in October, 1909.—John R. Lofgren, sec'y Peoria Board of Trade.

During October Minneapolis received 1,529,820 bus. of flaxseed and shipped 206,510 bus. compared with 2,219,010 bus. received and 583,590 bus. shipped in Oct. 1909.—John G. McHugh, sec'y Chamber of Commerce.

Compared with the average production in recent years the U. S. Department of Agriculture estimates the yield of clover seed as 93.6; of millet seed as 85.7; of lima beans as 100; and of dry beans as 98.8 per cent, in 1910.

Free tobacco seed will no longer be distributed to the farmers of Wisconsin by the state agricultural college. The funds will be used to improve high quality varieties of tobacco the seed of which, when well established, will be distributed.

Samples of European clover seed we have seen are poor quality, and as Hamburg writer states, contain more or less buckhorn. That is the trouble, and the prices asked are from \$1.50 to \$3.00 above what same qualities are selling for at Toledo. A few southern states that formerly took this seed will be out of it now on account of recent pure food laws going into effect.—J. F. Zahm & Co.

M. O. Malte, formerly of the scientific staff of the seed breeding station at Svalöf, Sweden, who is a specialist on fodder plants and their improvement by seed selection, has taken a position with the Canadian Department of Agriculture as an instructor in the principal seed growing districts. On his departure from Sweden Mr. Malte was tendered a banquet by the Swedish Botanical Society.

The high prices for timothy seed are the result of the light crop following the dry weather and the work of the "army worm." The State entomologist of Minnesota, fearing a repetition of the

scourge, advises the plowing up of all timothy fields, where the worm appeared this year. He says it will no doubt destroy the eggs of the worm and prevent its reappearance next year. Shippers should urge farmers to act accordingly.—Somers, Jones & Co.

Hamburg, Germany.—Dry weather came too late for the German crop of clover seed; and the disastrous wet weather also covered Austria, especially Bohemia and Moravia. This year's requirements of Germany are estimated at 25,000 tons. The poor prospects in France suddenly turned good owing to summer weather coming in time. Timothy seed will have to be imported from America in larger lots at time of consumption.—R. Liefmann Sons, Successors.

London, Eng.—Speculative demand for spring sowing seeds is increasing. The new English red clovers are coming out slowly on account of the open weather; prices consequently not fixed. New French reds offer freely all qualities; prices reasonable. Alsikes remains unchanged, no Canadian and American seed; prices moderate. Whites scarce and high in price. Trefoils in similar position. In grasses, French-Italian, Irish-Italian and perennials all show fine samples; unchanged prices.—John Picard & Co.

December receipts of clover seed last year at Toledo were 4,700 bags, but 14,500 two years ago. Shipments generally increase a trifle, swelling in January and being large in February and March. Last March they were 29,000 bags and 23,000 two years ago. December shorts have not been as anxious this week. There is still a large number who must settle or ship in the actual goods. Some scattered longs may let go as delivery day is approaching, but the large Toledo longs continue stubborn and hopeful. They are liable to stand pat until March demand proves them right or mistaken.—C. A. King & Co.



Heads of Swedish Select Oats, Grown in Alaska. Bul. 182, Buro of Plant Industry, U. S. Dept. of Agri.

Toledo received during the week ending Nov. 19, 981 bags of clover seed, against 600 bags received during the corresponding period a year ago. The total received this season to date amounts to 30,259 bags, against 22,519 received last year. Shipments for the week amounted to 86 bags, against 515 a year ago. The total shipped to date this season amounts to 4,006 bags, against 4,837 last year. The receipts of alsike during the week ending Nov. 19, amounted to 54 bags, against 89 a year ago, making a total of 6,120 bags received this season, against 6,449 last season.

Exports of timothy seed during the nine months prior to Oct. 1 were 16,637,340 lbs.; of clover seed, 3,127,626 lbs.; and of flaxseed, 4,177 bus., compared with 15,346,531 lbs. of timothy seed; 10,159,213 lbs. of

clover seed; 3,021 bus. of flaxseed exported during the first nine months of last year. Imports of seeds during the first nine months of this year were as follows: 12,489,208 lbs. of clover seed; and 5,842,950 bus. of flaxseed; compared with 12,405,279 lbs. of clover seed; and 922,371 bus. of flaxseed imported during the corresponding period of 1909, as reported by O. P. Austin, chief of Bureau of Statistics.

Chicago received during the week ending Nov. 19, 280,000 lbs. of timothy seed; 424,400 lbs. of clover seed; 515,000 lbs. of other grass seeds, and 56,400 bus. of flaxseed, against 962,933 lbs. of timothy seed; 13,600 lbs. of clover seed; 1,185,871 lbs. of other grass seed, and 50,880 bus. of flaxseed during the corresponding week in 1909. Shipments during the week were 236,100 lbs. of timothy seed; 50,000 lbs. of clover seed; 367,500 lbs. of other grass seeds; and 8,000 bus. of flaxseed, against 232,153 lbs. of timothy seed; 80,000 lbs. of clover seed; 1,290,995 lbs. of other grass seeds; and 4,588 bus. of flaxseed during the corresponding week in 1909.

During October 540 trade samples of seed were received at the Ottawa seed laboratory for germination or purity test. Practically all of these came from seed merchants, which indicates that the farmers are not taking as much care as they should in having the quality of their clover seed ascertained before offering it for sale. Thirty-five samples of red clover were tested for purity, and of these six graded No. 1, 24 were second quality and five were prohibited. Sixty-six samples of alsike were tested for purity, six grading No. 1, 44 second quality and 16 prohibited. Ten samples of alfalfa were tested, three grading No. 1 and seven second quality.—Geo. H. Clark, Seed Commissioner of Canada.

Des Moines, Ia.—The Des Moines Seed Co. has bot the business of E. J. Hohberger, who has been in the same location about 20 years. It will immediately close out the hardware and other goods Mr.

Hohberger had in stock, will fit the store up new and push for trade in seeds and poultry supplies not only locally but throughout the western states. A new stock of seeds is on the way from European and American growers. The company was organized by H. K. Guthrie, formerly in the employ of the Iowa Seed Co. for 14 years before he went into business for himself under the name of the Guthrie-Lorenze Co., of which he was mgr. He recently sold his holdings in that company to start the new firm, which is backed by experienced men with ample capital.

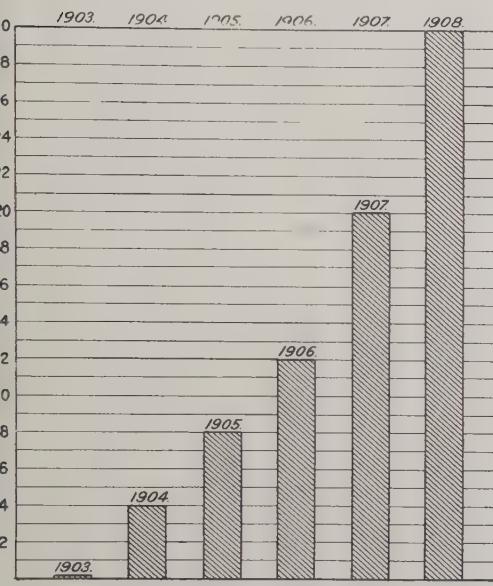
The Swedish Select Oat.

The history of the Swedish Select Oat in the United States is a remarkable example of the rapid extension of an improved variety. Introduced in the spring of 1899 by the United States Department of Agriculture the 20 bus. then imported from Russia has increased to an annual crop in excess of 50,000,000 bus.

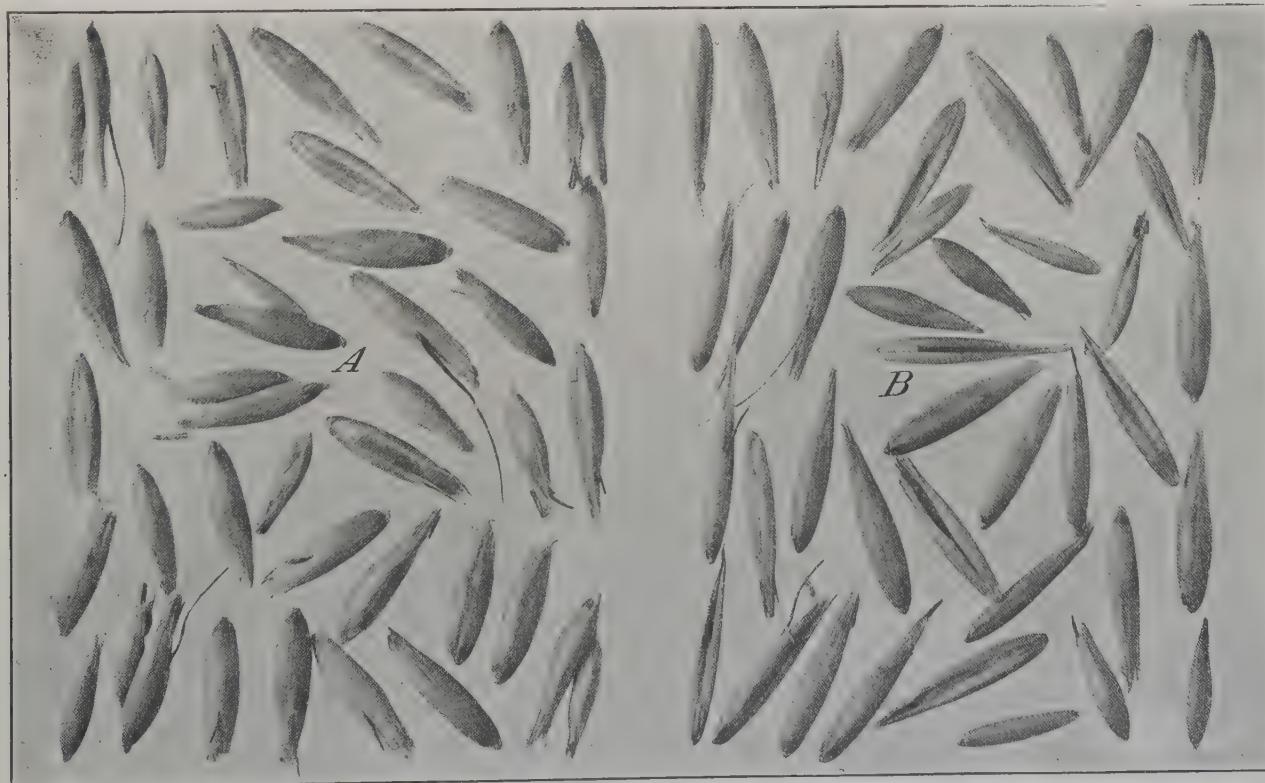
In Wisconsin the spread of these superior oats has been most marked. Beginning with 6 pounds of seed in 1899 the Wisconsin Exp. Sta. grew 306 bu. in 1901, and supplied 41 farmers next year, resulting in the harvesting of 23,705 acres in 1903, the subsequent increase being shown in the diagram herewith. The 1908 crop of Swedish Select Oats in Wisconsin amounted to 30,000,000 bus., forming three-eighths of the entire oat crop of the state.

Heads of the Swedish Select Oat grown at Sitka, Alaska, in 1903, are shown in the engraving herewith. Where tested in that territory during the past 10 years it either partially or fully matured in the face of severe weather conditions, samples showing the oats well filled.

A striking characteristic of the Swedish Select Oat is the largeness of the meat and the thinness of the hull. Altho some varieties exceed the Swedish Select in weight per bushel and in proportion of



Rapid Increase in Production of Swedish Select Oats in Wisconsin. Bul. 182; B. P. I., U. S. Dept. Agri.



Kernels of Swedish Select (A) and Lincoln (B) Oats. One and One-half Times Natural Size. Bul. 182, Bureau of Plant Industry, U. S. Dept. of Agri.

The GRAIN DEALERS JOURNAL.

meat to hull, the larger number of these varieties are inferior to it in other respects. In Wisconsin the average test weight of the Swedish Select was 32.67 lbs. for 3 years, and the best of the other varieties, Kherson, 31 lbs. A comparison of the kernels of the Swedish Select and another good variety known as the Lincoln oat is very favorable to the former as shown in the engraving herewith, in which A represents the former and B the latter. The very high absolute weight of kernels gives the Swedish Select a high feeding value. A curious fact in this connection is that far from deteriorating, as does some introduced seed, the Swedish Select in late years has shown an increased analysis of protein over the seed originally introduced.

The Swedish Select Oat is adapted, however, only to the northern states, including all territory north of a line drawn thru central Utah, Colorado, Nebraska, central Iowa, and the central parts of Indiana, Ohio and Pennsylvania.

New Elevator at Van Wert, O

Ohio is rapidly adding to its list of modern grain elevators and herewith is reproduced photograph of one recently erected at Van Wert for E. C. Fisher.

The building, which has a storage capacity for about 10,000 bus. is 30x42 feet and 52 feet high. The plant is equipped with wagon scale, Avery Automatic Scale, Invincible Cleaner, Bowsher Feed Mill, Barnard & Leas Sheller, one B. S. Constant Overhead Dump and one Constant Man Lift. Two stands of elevators provide rapid handling facilities, two General Electric Motors, one 15 h.p. and one 7½ h.p. provide ample power at all times. The house has an iron roof.

The office, which adjoins the elevator, is equipped with up-to-date labor saving appliances of all kinds. Mr. Fisher, who owns and operates the plant, formerly operated an elevator at Cavett.

Raising a hundred bus. of corn per acre is more important than establishing a new altitude record, or going through the Niagara whirlpool in a barrel, even if it does attract less attention.—Ed. Howe, in Chicago Tribune.



New Elevator of E. C. Fisher at Van Wert, O.

The Drummer's Logic.

By G. G. Seethem.

"Well, John," said the genial solicitor, "I see you are having your elevator repainted. I like to see a man take a personal pride in keeping his plant trim and in good order. Reminds me of Old Bill Watkins of Waycross Junction. Bill was located at Waycross about 15 years. He was good natured and trusted by every one, his word being as good as a note. Bill was kind of careless about his personal appearances and careless about the appearance of his plant.

"Waycross had two elevators, but Bill had 90% of the trade, so the other house was closed and offered for sale. A young Mr. Hopkins from the East bit and bot the place. In two months Bill noticed a heavy decrease in his business. At the start this didn't worry Bill Watkins a great deal, but as time slipped by and Hopkins took more and more trade away Bill began to worry and lose weight.

"When the count stood 60% Hopkins and 40% Watkins, Bill thought it time to be doing something. He had heard the farmers remarking about the improvements Hopkins had instituted, but old Bill couldn't see where the improvements were getting all the business. Nevertheless he took a trip to the other line and made a good inspection of Hopkins' plant. The neat and safe appearance of his competitor's elevator surprised old Bill.

"A close inspection of his own plant disclosed a shaky driveway, a leaky roof and a dump in a very poor condition. The elevator needed a new coat of paint, his office a thoro cleaning and his scale an inspection. Perhaps it would do some good to hire carpenters, painters, etc., and Bill did it. The change worked in Bill's plant made him take a new interest in his business and it didn't take long for the farmers to notice the improved conditions. Inside of a few weeks old Bill Watkins had commenced to win his trade back. The moral of this tale is, *Don't get rusty.*

"Well, John," continued the solicitor, "I must catch the 9:15. I see you are loading a car of oats. Ship that to us and the service we'll give you will surprise you."

"Guess I will, Mr. Green; kind of reckon your firm is all right. Drop in again."

Account Books for Country Grain Dealers.

BY J. C. C.

One of the essentials to the success of any business is a good system of accounting, and one of the most dangerous practices leading to failure is the inability or unwillingness of the manager to know at all times the exact condition of his business and the cost of conducting it. If a man expects to succeed in these days of strenuous competition, he must know his business, not merely estimate or guess at it; he must be able to determine any detail of his business at a moment's notice. In case of a destructive fire he must prove amount of grain burned in order to collect insurance. In order to do this he must provide a system of accounting suited to the special needs of his business.

The bookkeeping of many country grain dealers is probably as crude and unsystematic as can be found in any line of business. When he wishes to know just how his business is running, the work over his papers and check book becomes tedious, and the more he works the greater the snarl, all because of the system or method which is lacking in his accounting. The result of his work is seldom more than an estimate.

The dealer is probably contented with his scale tickets and check book because he knows nothing of the simple methods of his progressive brothers in the trade, and he fears to discard what he does understand, hence scraps of paper, memory or the check book is made to answer the purpose of an entire set of books.

It is a mistake to think that a system which will cover every detail of the business is necessarily difficult or complex. Four books, and only four, are essential for an ideal accounting system for a country elevator—a receiving and stock book, a shipping book, a ledger for keeping personal accounts with patrons, and a cash book.

The book for recording grain received should also be used as a stock book, and it should contain columns for the "date, from whom received, gross, tare and net weights, a column for each kind of grain, price, amount and remarks." In this book should be entered every bushel of grain received, the price and amount paid for it. Adding the grain columns of this book at the close of each day will give the total receipts of each kind of grain for the day. By entering in this book from the shipping book the amount shipped during the day, and subtracting will give the amount of grain remaining on hand. Hence, it is possible to know at all times the total amount invested in grain and what the selling price must be to insure a profit.

The Shipping Book should contain columns for a complete record of the grain from the date loaded until the shipment is settled for. If sold on track a Sales Book should be used. At the end of each day the total shipments of each kind of grain should be entered in the Receiving and Stock Book and deductions made to find the amount of each kind of grain on hand.

The Ledger should be indexed and should contain an account with each patron with whom a credit business is done. Of course many entries in the ledger would be posted from the Receiving and Stock Book, which could be delayed until the end of the month, if desired, but every transaction which is not covered by exchange of cash must be entered in this book.

The Cash Book, of course, should contain only cash items. The important feature of this book is that it should contain every cash transaction and be actually balanced at the close of each day. On the credit side of this book will be found the expense items which, in any business, should demand the most careful attention.

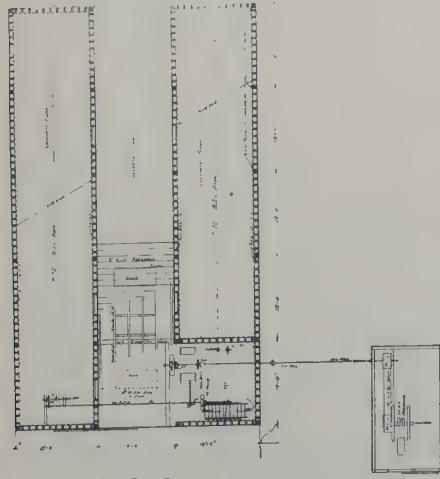
Besides the above named books, a few others will be found very advantageous to the business,—scale tickets, blank contracts, claim blanks, storage receipts, Car Order Book, etc. Altho these books are not absolutely indispensable, they are great conveniences in the matter of time, labor and money-savers.

By carefully keeping this set of books any dealer would be able to determine on a moment's notice just how his business stands. He could account for every bushel of grain bot, and could tell how much is lost in handling. The time required would amount to only fifteen or twenty minutes each day—time which any dealer would find a very profitable investment.

Loss of Power at High Altitudes.

It is generally known that a gasoline engine loses power when raised to a high altitude. The percentage of the loss is greatest for the first 1,000 ft., decreasing as altitude increases. For the first 1,000 ft. of elevation the loss is 5%, while the loss for the elevation from 14,000 to 15,000 ft. is only 3%. This loss of power is due to the nature of the air. At sea level the air is denser, owing to the downward pressure of the air above; that is, the air particles exist closer together. The higher we go the less the pressure; hence the air particles are farther apart. This being the case, a cylinder filled with air at sea level contains more air particles, and hence more oxygen, than the same cylinder filled with air at a high altitude. Since there is less oxygen in the cylinder at a high altitude, it will require less fuel to combine with the oxygen; less heat will be generated, causing decreased expansion of the gases, and consequently less power.

Because W. B. Barney, state food and dairy commissioner, has instituted proceedings against the American Linseed Oil Co., of Omaha, for selling impure products in Iowa, representatives of the company applied to the district court at Des Moines, Nov. 14, for an injunction restraining the official from further prosecutions. A hearing on the application was set for Nov. 28.



First Floor Plan of F. A. Nave's Elevator.

An Up-to-Date Farm Elevator.

Comparatively few farmers are willing to invest in proper storage facilities to protect their grain after it is gathered, but occasionally one finds an enterprising farmer who recognizes the advantage of taking care of what his farm has produced.

Such a one is F. A. Nave, who has a 600 acre farm near Attica, Ind. Mr. Nave seldom markets any grain, but keeps it on the farm and feeds it. For the purpose of protecting and preparing his grain for feed, he is now erecting an elevator, which will give storage room for about 10,000 bus. of small grain and 20,000 bus. of ear corn.

The ground dimensions are 35x60 feet, the working part is 18x35 feet and 43 feet high, while the crib is but 33 feet high. Underneath the entire plant is a heavy cement floor, supported by 12 inches of gravel filling and the heavy basement walls are of concrete. The driveway through the building is provided with an overhead dump, by means of which the grain is dropped through either of three openings in the driveway floor to dump below.

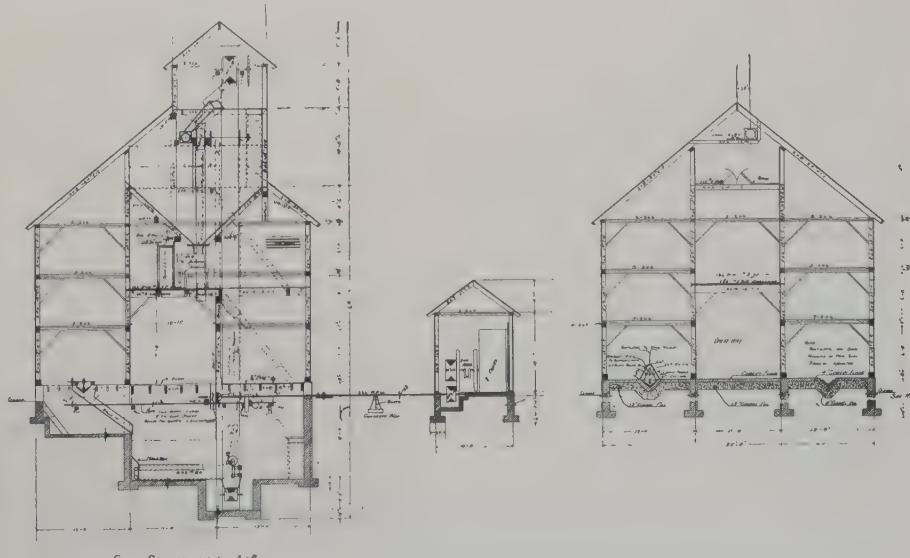
Grain is elevated to cupola by means of a leg equipped with 16x7 inch cups, 16 inches center to center, on a 17-inch, 5-ply rubber belt. From elevator turn head grain is diverted to grinding bin or a 12-inch screw conveyor which carries it to any of the bins adjoining on either side of the driveway.

Through the middle of the house, are bins and extending lengthwise through them at base line is a ventilator covered with slats so as to permit the air to pass up through the cribs and the grain to pass down into a V-shaped conveyor box and be dragged out by a No. 75 B. S. Constant chain drag.

A short leg, equipped with 8x5 inch cups on a 5-ply cotton belt, elevates the grain from a No. 8 Bowsher Feed mill to cupola from whence the ground feed is diverted into any bin desired.

Over the driveway are four bin openings in the middle so that feed or grain can be dropped from them to wagon in the driveway.

The elevator is a studded structure, well braced and the crib is covered with 1"x6" slats, having both edges beveled to 45 degrees, so as to permit the free passage of air, but to prevent sleet or rain



Sectional Views of F. A. Nave's Elevator and Crib.

being blown into the corn. All exterior openings between the slats are covered with galvanized wire.

The power is supplied by a 25 h.p. Fairbanks Gasoline Engine, which is housed in a separate power house 20 feet away, the power being transmitted by means of a 2 3/16 inch shaft. Inasmuch as no grain is to be bought or sold, no provision is made for weighing.

The plant was designed and is being erected by Fred Friedline & Co., of Chicago.

The wheat speculator trying to make his investment on the ground floor sometimes finds himself in the sub-cellars.

The scarcity of stock and good pasture this fall, I believe, will be the source of corn going lower.—John T. Snodgrass.

I have been a subscriber to the Grain Dealers Journal many years, and certainly appreciate its newsy articles.—O. W. Loeffler, Ft. B. Grain Co., Ft. Branch, Ind.

I not only enjoy reading the Grain Dealers Journal, but the instruction I receive in one issue often is worth the cost of a year's subscription.—Alfred Cram, Florence Station, Ill.

No grain dealer can afford to be without the Journal, as a single copy is worth the price of a year's subscription to a grain man. While I was in the business it was always welcome at my office and many good items have I gleaned from its pages.—J. E. Winterscheidt, Horton, Kan.

Light offerings of corn at the present time are not a bull card. All agree that growers have contracted but a fraction of the quantity sold in advance a year ago. This simply means that the actual cash stuff will come on the market later. A market that broke badly under the receipts of old corn can not be expected to advance when the new corn arrives.

George Drumheller, of Walla Walla, Wash., was handed a check recently for \$94,860.05 in payment for his wheat crop of 117,000 bus. This is believed to be one of the biggest checks ever drawn for such a purpose. Drumheller's ranch is one of the largest in that part of the country and one of the few great "bonanza" ranches remaining. The wheat required 68,000 sacks, costing \$5,000, the total cost of harvesting the crop being \$30,000.

Grain Trade News

ARKANSAS.

Fayetteville, Ark.—H. S. Mobley from the U. S. Dept. of Agri., has been here, conferring with Martin Nelson, professor of agronomy in the University of Arkansas, in regard to a report on corn conditions in this state, which will be submitted to the Little Rock Board of Trade, to aid it in arranging for a state corn show.

Little Rock, Ark.—The eltr. of T. H. Bunch, used as a warehouse by the Overstreet Grain Co., burned during the night of Nov. 5, with 60 carloads of alfalfa hay received the day before. The stock consisting of oats, hulls, hay and salt, valued at \$10,000, was fully insured; building valued at \$5,000, some insurance.

Little Rock, Ark.—George R. Brown, sec'y of the Board of Trade, held a conference recently, with Dean C. F. Adams, of the Dept. of Agri. of the University of Arkansas, and H. S. Mobley, a special agent of the U. S. Dept. of Agri., in regard to an annual corn show modeled on those held in other corn-growing states. Mr. Mobley offered to act as superintendent of the show without salary, and Dean Adams promised the support of his institution. Plans are being made to hold the first one in this city next fall.

CANADA.

Botha, Alta.—The Alberta Grain Co. is building a 30,000-bu. eltr.

Toronto, Ont.—A. V. Pearce, formerly mgr. of the cash grain department of J. P. Bickle & Co., has gone into business for himself. He has a good Chicago connection and will also represent one of the Georgian Bay eltr. companies.

Fort William, Ont.—By a decision of the Court of Appeals the Grand Trunk Pacific Eltr. is not exempt from taxation, and the company is required to pay \$25,000 on their \$600,000 building. The original agreement provided exemption from city taxes for this terminal eltr. for 20 years.

Saskatoon, Sask.—The Saskatchewan government eltr. commission, which has been investigating farmers' complaints in regard to wheat storage, reported Nov. 16 in favor of government eltrs. and recommended co-operation among farmers with government aid as an alternative, since this promises to become the largest wheat growing province on the continent.

Ottawa, Ont.—To establish commercial grades for Ontario wheat the Dept. of Trade and Commerce has appointed the following: Thomas Flynn, C. W. Band, J. Carrick, W. D. Matthews, Murray Brown, G. T. Somers, G. B. Watts of the Dominion Millers' Association; Wellington Hay, Listowel; George E. Goldie, Ayr; D. B. Wood, Hamilton, and A. O. Hogg, Mariposa. Heretofore such a board has not been necessary, but this season Ontario wheat has been so degraded with smut and tares that grain dealers have asked for relief by the provisions of the inspection act. The Toronto district, over which the revised grading will apply, extends west and north from Kingston.

Port Arthur, Ont.—Eltrs. full at close of navigation. Percentage of grain going out of this port has been small compared with outbound grain of former seasons. Vessels have had hard work to obtain charters.

Winnipeg, Man.—Additional honors were heaped on David Horn on the eve of his retirement from the chief grain inspectorship for Canada, to take a position with the Canadian Pacific Ry. at Port Arthur. The Western Grain Inspection Dept. presented to him a double-decked mahogany cabinet filled with flat silverware, the Winnipeg Grain Exchange gave him a gold watch with charm and locket, suitably engraved, and the employees of the Grain Exchange gave him a handsome silver service.

Winnipeg, Man.—Government ownership of eltrs. is opposed in the report recently rendered by the Royal Commission of Provinces which had been investigating the subject for Manitoba. The commission decided unanimously against government funds being used for that purpose and suggests as a substitute a co-operative joint stock company owned directly by the grain growers of the province, upon the directorate and executive body of which the government shall have no representation whatever. This places Manitoba grain growers in an awkward position, as they have an increasing number of government owned and operated eltrs. throughout the province and a thousand delegates from the Grain Growers Ass'n of the Prairie Province will go to Ottawa, Dec. 16, to urge the dominion government to take over all terminal eltrs. and operate them as public utilities. Manufacturing interests will send delegates to oppose.

COLORADO.

Colorado Springs, Colo.—Arthur S. Ingerson, a veteran grain merchant of this city, died in his office, Nov. 3, while sitting at his desk poring over a ledger. His body was in the position of turning a page of the book. He was 70 years of age, and is survived by his widow and a family. He had been in the grain business here 14 years, and was wealthy.

ILLINOIS.

Sibley, Ill.—The new 120,000-bu. eltr. on the estate of Hiram Sibley, is being completed.

Galesburg, Ill.—W. H. Pankey is pres. and W. E. Culver sec'y of the new Farmers Eltr. Co.

Maroa, Ill.—R. B. Parker, formerly agt. at this station for the Shellabarger Eltr. Co. died recently.

Kinmundy, Ill.—A gasoline engine will be used in the new eltr. recently completed for T. M. Smith.

Denver, Ill.—Elz Scott is remodeling his old eltr. He will also build an addition and install machinery.

Wapella, Ill.—Wm. Zierfuss, who has purchased a third interest in the Livingston Grain Co. that succeeded the Rogers Grain Co. here and at Heyworth, Ill., formerly operated the eltr. at Randolph, and has a valuable acquaintance locally.

Winkle sta., Craig p. o., Ill.—The eltr. of the Winkle Merc. & Agri. Co. burned Nov. 1, with a loss of almost \$5,000.

Hartsburg, Ill.—I am the new mgr. of the Hartsburg Grain, Coal & Lbr. Co.; took charge Nov. 1.—Larkin G. Nali.

Meyers sta., Green Valley p. o., Ill.—Work is progressing rapidly on the new 25,000-bu. eltr. of the Farmers Grain Co.

Milmee, Ill.—We will be ready for business here by Dec. 1; house operates easily and insurance is low.—Hamman Bros.

Bondville, Ill.—George W. Crawford of Pesotum has taken possession of the eltr. he purchased here, and has opened it for business.

Leroy, Ill.—H. J. Casely has come here to take charge of the eltr. the Clark Grain & Eltr. Co. recently purchased from Simon Crumbaugh.

Pekin, Ill.—Excavation was started Nov. 10 for the foundation of the new eltr. for the Turner-Hudnut Co., replacing that burned Oct. 23.

Fruit, Ill.—A. J. Fruit has just overhauled his eltr. and has given it a covering and siding of galvanized iron.—E. J. Jeffress, Edwardsville, Ill.

Highland, Ill.—The Highland F. M. B. A. Eltr. Co., incorporated by Joseph Bechmann, J. P. Streuber, William Reinhardt and others; capital stock, \$40,000.

Goodrich, Ill.—Sparks from a locomotive set fire to the grass around the eltr. of Truby & Hopwood, Nov. 17, the fire spreading to the eltr. and resulting in a heavy loss.

Hillsboro, Ill.—A. J. Callaghan is pres.; Isaac Hill, sec'y.; and Thos. King, treas. of the Hillsboro Grain Co. that has an eltr. under construction by the Burrell Eng. & Const. Co.

Fisher, Ill.—A deal is pending for Noble Bros. of Foosland, to take over the eltr. recently made vacant by the failure of Clifford M. Ricketts, to be operated in connection with their others.

Ursa, Ill.—I own eltrs. here and at Rock Creek sta., Ursa p. o., Ill., on the Burlington. I have succeeded the firm of McAdams & James, having bot Mr. James's interests.—George McAdams.

Homer, Ill.—E. C. Sadorus of Mayview, Ill., is having a 15,000-bu. studded eltr. built on the interurban about half way between this station and Ogden, Ill., to be completed by Dec. 1. W. H. Wenholz is doing the work.

Manhattan, Ill.—Manhattan Farmers Grain Co., incorporated to do a general commission, brokerage, warehouse and storage business; capital stock, \$10,000; incorporators, Herbert J. Smith, Bernard Murphy and Daniel Cockle.

Virden, Ill.—A section of the eltr. of J. N. Hairgrove burned Nov. 12; a fine house, only light insurance. Nov. 16 his hay barn and other store room burned; loss probably \$2,500, with no insurance.—S. P. Carter & Co., Girard, Ill.

Twin Grove sta., Danvers p. o., Ill.—The scale house and new office at the eltr. of Frank Supple burned Nov. 9; loss \$500; supposed to have been fired by sparks from a locomotive. Neighboring farmers fought the fire and saved the eltr.

Skelton sta., Beason p. o., Ill.—L. C. Diffenderfer, owner of the Lincoln Grain Co., has bot the eltr. that formerly belonged to the Gordon Mill & Eltr. Co., which was purchased last winter by John A. McCreary, mgr. of the Farmers Grain & Coal Co., of Mason City.

Tucker sta., Bourbonnais p. o., Ill.—Risser & Rollins, of Kankakee, have purchased the property that formerly belonged to the Tucker Grain & Coal Co., consisting of an office and engine house, coal shed and eltr. site, and will build to replace the eltr. burned some months ago.

Mt. Auburn, Ill.—While the Mt. Auburn & Osbernville Grain Co. has a shortage by both former managers, with proper management it can soon pay off all obligations and be on the road to prosperity, as it is doing a good business. I took charge as mgr. Nov. 1.—F. J. Zimmerman.

Rockford, Ill.—Fire discovered near midnight of Nov. 15 nearly destroyed the eltr. and feed mill of the A. L. Bartlett Co. The eltr. contained some oats and corn and considerable building material was stored back of the office and alongside the eltr. Loss about \$5,000, fully insured. The books were saved.

Denver, Ill.—We purchased the eltr. from George Burner, who, a short time before, bot it from M. L. Clark & Son. We have remodeled it, put it on a new foundation, built an addition, and, with dump and outfit complete, have spent about \$800 on improvements. We live at our country home not far from town.—W. E. Scott.

Girard, Ill.—A fire that started about 2 o'clock in the afternoon of Nov. 8 destroyed the eltr., a large hay barn and the feed storeroom of Kime & Gibson; loss, about \$12,000, approximately \$8,500 insurance. They are building a room to continue their feed business, but have not definitely decided about rebuilding their grain plant.—P. S. Carter & Co.

Seymour, Ill.—James Karr, who succeeded Johnston & Karr, has a 35,000-bu. eltr. under construction by W. H. Wenholz, on the site of the old one recently taken down. It stands 32x36 ft., and 64 ft. high on a concrete basement five feet under ground and two ft. above, which contains the eltr. boots and lower slides; cupola, 18x32 and 18 ft. high. The two dumps are 4½ ft. above ground level. Eltr. equipment includes two legs, 126 cups, a car puller with friction clutch and a gasoline engine. Eleven bins will be built 46 ft. high, the distance from the concrete wall to the cupola.

Alvin, Ill.—The 45,000-bu. eltr. of Clay F. Gaumer burned in the morning of Nov. 9. It contained about \$8,000 worth of grain, which a force of men began loading out that afternoon and some salvage is expected. Loss on building, \$5,000, insurance small. Built by John R. Carter some twenty years ago, it was one of the first eltrs. in this section. As the fire was discovered burning rapidly near the roof a few moments after a train had passed, it is supposed that sparks from a locomotive started the blaze, or that it originated in an overheated journal, as the eltr. was then in operation.

Peoria, Ill.—Receipts of grain during October included 101,030 bus. of wheat, 1,470,004 bus. of corn, 871,000 of oats, 19,800 of rye, and 451,517 bus. of barley; compared with 111,000 bus. of wheat, 1,171,355 of corn, 951,050 of oats, 47,400 of rye and 282,230 bus. of barley received in October, 1909. Shipments in October included 96,499 bus. of wheat, 883,176 of corn, 861,518 of oats, 7,700 of rye, and 140,755 bus. of barley, against 114,000 bus. of wheat, 961,316 of corn, 787,490 of oats, 7,100 of rye and 85,568 bus. of barley shipped in October last year.—John R. Lofgren, sec'y Peoria Board of Trade.

Lincoln, Ill.—L. C. Diffenderfer, proprietor of the Lincoln Grain Co., has bot the eltr. here, owned by John A. McCreary, of Mason City. It formerly belonged to the Gordon Mill & Eltr. Co., and has experienced various changes since it was sold at auction Nov. 23, 1909.

Edwardsville, Ill.—E. J. Jeffress, who took Wm. F. Poos, a retired farmer, into partnership with him last summer, now operates under the firm name of E. J. Jeffress & Co. They are installing a mill for the manufacture of screened cracked corn. In addition to their wholesale and retail grain business they also manufacture family meal and whole-wheat flour.—E. J. J.

East St. Louis, Ill.—National Oats Co., incorporated by Joseph R. Matthews, John C. Reid and C. C. Collins; capital stock, \$300,000; will do a general grain, eltr. and milling business, and will succeed the Corno Mills Co., which manufactures cereal products and stock feed. The National Oats Co. has plants here and at Peoria, and recently took over the Cedar Rapids mill of the H. O. Co., formerly in the cereal food business.

Prophetstown, Ill.—Mathis Bros. & Co. are having extensive improvements made at their eltr. by the Burrell Eng. & Const. Co. The dumps will be deepened and given a steeper slant to facilitate emptying. The driveway will be lowered, the bins enlarged, a new foundation put under the building and a concrete floor laid. Another method of loading cars is being arranged, instead of loading from the bottom of a bin as at present the grain will be elevated to the cupola, carried thence by a chute and distributed in the cars.

CHICAGO NOTES.

The "call" on corn to arrive now includes 5 days' shipment.

Frederick Leonard, a settling clerk on the board of trade for nearly 30 years, dropped dead Nov. 18 in the office of F. E. Winans & Co.

The directors of the Board of Trade have admitted the firm of Lee W. Pardridge to the privilege of the clearing house ass'n of the Board of Trade.

Angelina Warner, widow of Abraham Warner, an old-time member of the Board of Trade, was run down by a wagon and killed Nov. 23 in front of her home.

E. P. Bassford, Jr., F. M. O'Donnell, James G. Sullivan and B. J. Carnes have been admitted to membership in the Board of Trade. The directory bid \$2,800 for 2 memberships in the Board of Trade.

E. M. Samuel, formerly with Adams & Samuel, has organized the firm of E. M. Samuel & Co. to do a general commission business with offices in the Board of Trade. Mr. Samuel is pres., George G. Parker, vice-pres. and James G. Sullivan, sec'y.

The first car of new No. 3 yellow corn was received here from Central Illinois Nov. 10 by the Nash-Wright Grain Co. and sold for 48c. A car of the same grade of corn was received from the same region Nov. 18, which contained only 16.25% of moisture.

The new Chicago Flour Mills Co. is rapidly getting into shape the mills and eltr. which it recently purchased, and it is expected that the plant will be in operation by Dec. 15. The mill is located on the belt line, and has a capacity of 100,000 bus. W. A. Scott is pres. of the firm, Louis H. Piper, vice-pres. and manager and Geo. C. Douglas, sec'y-treas.

The directors of the Board of Trade have denied the petition to eliminate bonded Canadian wheat stocks from the visible supply statement, holding that the statement is clear and comprehensive, admits of no misunderstanding and is in line with forms issued at the seaboard.

CHICAGO CALLERS: C. A. McCotter, sec'y Grain Dealers National Fire Insurance Co., Indianapolis, Ind.; J. J. Fitzgerald of G. D. N. F. Ins. Co., Sioux Falls, S. D.; C. R. McCotter of G. D. N. F. Ins. Co., Kansas City, Mo.; T. M. Van Horn, inspector Millers Mutual Fire Ins. Ass'n, Alton, Ill., and Mr. Mallett of Mallett & Code, Lombardville, Bradford p. o., Ill.

The C. M. & St. P. has announced that, effective Dec. 15, it will cancel eltr. allowance of $\frac{1}{2}$ c per bu. on bulk grain from Missouri River Crossings delivered to lake boats at Chicago or Milwaukee. This road does not publish what charge, if any, will be made for the service of transferring grain thru its eltr. at Milwaukee. Other Missouri River lines have canceled this eltr. allowance.

Roads east of Chicago have published specific rates to points in CFA territory on grain products manufactured at Chicago from grain originating in Trans-Mississippi River territory. In the same tariffs are contained specific rates on grain products manufactured from grain originating in Northwestern territory, which rates are equivalent to the east of Chicago proportions of thru rates from Minneapolis.

The absorption of all connecting line switching charges by the railroads and a unified charge thruout the district will be presented to the state railroad and warehouse commissioners for adoption by the carriers and shippers' ass'n. The rates according to the new rules shall apply on all carload traffic to and from warehouses and eltrs. provided with private sidings and located within the Chicago district.

The schedule of the Board of Trade Indoor Baseball League calls for games to be played during the next 2 weeks as follows: Nov. 28, Armour vs. Wagner; Nov. 29, Chapin vs. Rosenbaum Bros.; Nov. 30, Bartlett, Frazier, vs. Peavey; Dec. 1, Finley Barrell vs. Lamson; Dec. 5, Chapin vs. Peavey; Dec. 6, Bartlett, Frazier vs. Rosenbaum Bros.; Dec. 7, Finley Barrell vs. Wagner; Dec. 8, Armour vs. Lamson.

A verdict was rendered recently in the favor of Chas. W. Pardridge, a wealthy merchant, who was sued by Alonzo J. Cutler, a Board of Trade operator, for an amount aggregating \$90,000. Cutler started the suit in 1893 claiming that he had advanced \$48,000 in speculations to Pardridge. Pardridge claimed that Cutler had promised to give him credit for \$100,000, but had sold him out. A new trial will be asked for.

There is great pressure to sell California and other Coast barley here. The lower grades of Coast barley are offered at under 80c laid down in Chicago, but the quality is not attractive, and until now there have been no sales beyond a few trial cars, reported in this direction. The trade at this end does not like Coast barley and will avoid it as long as it can get needed supplies from the Middle States. Should Coast barley be brought in in any quantity, it would no doubt weaken prices of the Middle States barley materially, but so far there is nothing to worry about on that score.—Somers, Jones & Co.

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The vaudeville entertainment and dinner given those actively identified with the pit trade at the North Side Italian Restaurant, Nov. 19, was very successful. The dining hall was crowded. Nearly 200 members of the Board were present, including such leaders as Geo. E. Marcy, James A. Patten, Herbert Ware, Jack O'Brien, Dave Harris, Ed Heeman, David Noyes, C. H. Sullivan, J. A. Rankin, A. O. Mason and E. W. Wagner. Professional grand opera singers and instrumental musicians were introduced by Walter Fitch, and the guests were looked after by W. S. Brainerd. Between numbers some of the popular traders had to submit to a good natured chaffing. Toastmaster Fitch wisely had provided himself with a cowbell to enforce silence in the uproar.

The Illinois Railroad and Warehouse Commissioners have yielded somewhat to the petition of the Illinois Grain Dealers Ass'n for a less rigid interpretation of the moisture test. To Rule 5 prescribing the maxim limit have been added the two following clauses: "Provided, that in no instance shall the variation exceed one-fourth of one per cent; and, further, Provided, that said variation allowed under such amendment to the rule, applies only to the grading of No. 3 corn." The moisture hitherto permissible in No. 3 corn has been 19 per cent; and the effect of the amendment is to increase the quantity allowed to 19.25 per cent, in a good No. 3. As No. 4 corn may contain 22 per cent moisture, or 3 per cent more than No. 3, the addition of $\frac{1}{4}$ per cent moisture will admit to the No. 3 grade something less than one-twelfth of the corn that has been graded down to No. 4 on the moisture test alone.

Chicago public warehousemen are anxious to have the Interstate Commerce Commission pass upon its jurisdiction in the matter of the payment of the $\frac{1}{4}$ -cent allowance for elevation to the warehouseman. The railroads are paying the $\frac{1}{4}$ -cent a bushel on grain elevated into private as well as public houses, but on account of the public warehousemen's fear to touch the money nearly \$50,000 has been accumulated in escrow. Private warehousemen owning the grain have an unquestioned right to the allowance; but the position of the public elevator is complicated by the theory that the allowance should go to the owner of the grain. Public warehousemen are presumed to own no grain. The position of the carriers is that they must pay the allowance authorized by the Commission to the public as well as the private elevators or be subject to prosecution for discrimination. In the event the Commission declares it has no jurisdiction over the acceptance by public warehousemen of this allowance it is that the warehousemen will devise a legal method of retaining the allowance. It is said the facts will be laid before the Commission soon by attorneys representing the leading warehouse interest and the Board of Trade.

Wild oats admixture having become a growing evil Chief Grain Inspector W. Scott Cowen has instructed his inspectors that while a slight mixture of wild oats will be permissible in No. 3 oats, an appreciable mixture of wild oats will throw oats into the sample grade. No. exact percentage has been set for the quantity of wild oats allowed, but when the weed is very noticeable in the sample the car will not be graded other than sample. Mr. Cowen states that these wild oats are worthless for feed and a fraud on the consumer. When found in the lower grades Mr. Cowen

considered wild oats less objectionable, but when mixing into standard and No. 2 oats began, he felt the practice should be nipped in the bud. Recently three carloads of pure wild oats were shipped into Chicago, evidently to adulterate the pure article in some cleaning house. At Mr. Cowen's request the grain committee of the Board of Trade met the State Warehouse Commission in his office Nov. 11 to consider whether Mr. Cowen's position was well taken, it having been alleged by some that the wild oats grew naturally with the cultivated variety, and that the wild oats mixtures should not be discriminated against. The Commission took the matter under advisement, but as yet has not seen fit to suggest any interpretation of the rules differing from that enforced by the chief inspector.

INDIANA.

Kokomo, Ind.—I have a position with the L. E. & W. Eltr. as mgr. and operator.—C. S. Campbell.

New Harmony, Ind.—The H. C. Husband Co. has succeeded to the business of the late H. C. Husband.

Goodland, Ind.—The Goodland Grain Co., incorporated by W. E., J. D., and F. C. Rich; capital stock, \$50,000.

Evansville, Ind.—Igleheart Bros. are having concrete tanks erected that will bring their storage capacity up to 150,000 bus.

Otterbein, Ind.—The price paid by W. W. Evans for the eltr. of the Harrington Grain Co., was \$35,000, instead of \$3,500 as published.

La Fayette, Ind.—We have just finished overhauling our grain handling machinery and are ready for the new crop.—La Fayette Hominy Mill Co.

Crawfordsville, Ind.—I am not in the grain business here or elsewhere; am a retired grain dealer and a tired farmer.—E. W. Finch, succeeded by L. J. Hogle, at Monon, Ind.

Bunker Hill, Ind.—J. M. Coucher is a junior member of the older company of J. M. Coucher & Co., formerly of Frankfort, Ind., and is also in partnership with W. C. Lutz of this place.—J. M. C. & Co.

Roanoke, Ind.—The report that this state is all Democratic was no doubt circulated by Tom Morrison, of Kokomo, who, in the wild excitement of the landslide, overlooked the fact that E. M. Wasemuth, a Republican of this place, will be one of the grain dealers in the next general assembly.

Terhune, Ind.—Chas. A. Ashbaugh has bot back the eltr. he formerly owned on the Monon. Possession was given Nov. 12. The deal was made thru John A. Rice, W. F. Iutzi, who bot the eltr. last spring from Sims & Ashbaugh, has left the grain business temporarily, to care for the estate of his aged father.

Morocco, Ind.—The Farmers Eltr. Co. of Morocco, incorporated by the directors, I. J. Biesecker, J. M. Chizum and C. E. Triplett; capital stock, \$15,000. Mr. Biesecker, the manager, writes: "We are changing our firm name from the Morocco Grain Co. to the Farmers Eltr. Co., and the organization from a private company to a corporation. We have built a new engine house, put in a new boiler and gravity loader and have made other improvements."

Lafayette, Ind.—Purdue University's agricultural school and exp. sta. is preparing an exhibit for the National Corn Exposition in Columbus, O., Jan. 30 to Feb. 11. It exhibited at the last two national

corn shows, had a mammoth exhibit at the state fair, and sent about the state a high-class county fair exhibit, from which it will take the most important features and add new. The Indiana Corn Growers Ass'n will forward all prize winning samples from the state corn show at Purdue, Jan. 9-14. Indiana has been assigned one of the largest sections in the educational building at Columbus, where 25 other states will have exhibits. Particulars will be furnished by G. T. Christie, sec'y Ind. Corn Growers Ass'n, Lafayette.

INDIANAPOLIS LETTER.

The Board of Trade has decided to retire \$2,000 more of the preferred stock outstanding.

Outlook is very favorable for a good demand for the first arrivals of new corn.—Bert A. Boyd.

We are to have a new grain firm here. Joe F. Coppock of Fletcher, O., formerly of the firm of Patty & Coppock, is arranging to open an office in the Board of Trade bldg.—Bert A. Boyd.

At a meeting of the board of managers of the Indiana Grain Dealers Ass'n, Nov. 17, it was decided to hold our midwinter meeting Jan. 17-18, with headquarters and meeting at Board of Trade assembly room, Indianapolis.—M. T. Dillen, sec'y.

Charles A. Greathouse, formerly of the Files-Greathouse Grain Co., was elected state superintendent of public instruction on the Democratic ticket. His elective term will begin March 15, but Gov. Marshall has appointed him to fill out the unexpired term of the present incumbent.

The honor of receiving the first new corn was divided among three firms, Nov. 11. Four cars of the new corn came in that day. Two of them were consigned to the Stebbins-Witt Grain Co.; one of them graded new No. 3, 18% moisture; the other, No. 4 white and tested 19.2% moisture; both of fine quality, sold for 47c even. A car of No. 4 white was received by Bert A. Boyd, who reports it "in fairly good condition, contained less rotten grain than anticipated, and the moisture test showed up better than expected."

The other of the first four cars received, graded sample and tested 23.6% moisture.

IOWA.

Cleghorn, Ia.—F. Hebb has been chosen mgr. for the Farmers Eltr. Co.

Yarmouth, Ia.—Hayes & Hemmings will rebuild the eltr. burned some months ago.

Belle Plaine, Ia.—Tappan & Crawford discontinued business June 1, 1910.—E. A. Tappan.

Badger, Ia.—The Reliance Eltr. Co. will rebuild its eltr. burned Nov. 4, with 41,000 bus. of grain.

Burt, Ia.—D. L. Golden has bot a half interest in the eltr. recently purchased by O. P. McDonald.

Sibley, Ia.—I have succeeded W. J. Reeves as mgr. for the Farmers Co-op. Eltr. Co.—J. C. Broughton.

Wellsburg, Ia.—It is rumored that the Farmers Eltr. Co. is considering disposing of its property and closing up its business.

Zearing, Ia.—Haase Bros. Eltr. Co. have repaired their eltr. and put it in shape to handle the big corn crop they will have to ship.

Bagley, Ia.—The Farmers Eltr. Co. incorporated by F. M. Hoblit, H. W. Thompson, O. A. Bullock and others; capital stock, \$10,000.

Belmond, Ia.—The eltr. of the Farmers Eltr. Co. burned in the morning of Nov. 9. It contained about 7,000 bus. of oats; building and grain fully insured.

Kenwood, Ia.—The Neola Eltr. Co. is getting its two eltrs. nearer together so it can operate both with one engine. It will build a coal shed on the site of the one moved.

Grinnell, Ia.—J. W. Harpster has purchased F. S. Kingdon's interest in the grain firm of Kingdon Bros., whose eltr. at this point was sold last year to the Farmers Eltr. Co.

Payne, Ia.—I have purchased the eltrs. on the K. C. and C. B. & Q. roads from the Morton Grain Co., located at Payne, Percival and McPaul, Ia., and took charge Nov. 1.—J. R. Bentley.

Muscatine, Ia.—The branch here of the Gt. Western Cereal Co. will be abandoned for the present, according to advices from headquarters in Chicago, received by J. R. Rueing, local mgr.

Bedford, Ia.—On account of the recent death of my father, C. O. Dresher, I have disposed of the grain and coal business owned by him, to Trimble Bros., who now have charge.—Wm. P. Dresher.

Emerson, Ia.—While alone in his eltr. J. W. Crawford had his right hand caught in a feed grinder and instantly crushed off at the wrist. It was 20 minutes before his cries attracted attention.

Council Bluffs, Ia.—The first annual exhibition of the Missouri Valley Corn Show opened Nov. 10 with 700 exhibits from the Mo. Valley section of Iowa. It was held in connection with the third annual exposition of the National Horticultural Congress, which lasted ten days.

Nashua, Ia.—Eltr. C, owned by the Western Eltr. Co. burned Nov. 8; loss, \$8,000. The flames were first discovered in the engine room at 8:30 in the morning. The eltr. was a frame structure moved here in "knock down" form, from Cedar Falls about 30 years ago and rebuilt.

New Liberty, Ia.—Louis Schesser suffered a distressing accident Nov. 14. While oiling a corn shredder his left hand was caught and drawn in by the cogs. The side of his hand and three of his fingers were so badly crushed they had to be amputated, leaving only the index finger and the thumb.

Eldora, Ia.—I have bot the eltr. known as the Iowa Central Eltr. which has not been operated for some years. I am remodeling it from top to bottom and installing a 15-h. p. gas engine. It will be ready for business about the middle of December. I have been in the coal and ice business here several years.—Peter Jensen.

Sioux City, Ia.—At the annual meeting of shareholders of the Terminal Eltr. Co. in the evening of Nov. 17 the directors declared all the officers re-elected. John Hornick is pres.; H. J. Hutton, vice pres.; S. J. Johnson, sec'y; L. L. Kellogg, treas. The financial statement showed a reduction of the outstanding indebtedness by \$1,122 during the year, leaving the floating indebtedness about \$6,000 on account of the construction of the eltr. and the purchase of land over and above the stock subscriptions and the \$50,000 of the 5% bond issue. The directors instructed the sec'y and treas. to make a further payment on the floating debt as soon as the rent should be collected. The hope was expressed that the pending grain rate case would be won as it would strengthen the investment value of the company.

Stanton, Ia.—The Farmers Grain & Live Stock Co. incorporated by L. J. Newman, pres.; W. A. Peterson, sec'y and C. A. Dahlquist; capital stock, \$10,000. This is the company that recently bot the 7,000-bu. eltr. of T. J. McCormack for \$3,200

Lowden, Ia.—Burglars recently wrecked the safe of A. Freund & Co., but obtained only a small sum in change. The first charge knocked out the dial and combination of the outer doors of the safe, permitting them to be opened by hand. Another charge wrecked the inside door. Flying pieces made holes in some of the office furniture.

Des Moines, Ia.—The annual exhibition of the Iowa Corn Growers Ass'n will open in this city Dec. 5, and continue 12 days; \$1,000 in prizes for the best Iowa oats and \$20,000 offered in premiums for the best corn in the state. M. L. Bowman, sec'y, Waterloo, Ia., is urging growers to present these crops in the most creditable manner, and will send instructions to all interested.

Des Moines, Ia.—J. W. Cheek is bereaved by the death of his wife, found dead in bed in the morning of Nov. 15. She had retired in her usual health, but rheumatism, from which she suffered, is supposed to have attacked her heart. Mr. Cheek, then in northern Iowa, was located with difficulty. He has traveled thru this state many years, formerly for Pratt & Buckley. He is now with Buckley & Co., and is well known to older members of the grain trade. His wife had a wide acquaintance in Iowa. Her cheery presence and helpful activities are missed by many.

KANSAS.

Whitewater, Kan.—Homer & Chaney and Sam Eskridge are scopers.

McPherson, Kan.—Business has been fairly good so far this season. I have eltrs. here and at Galva and Elyria.—F. P. Hawthorne.

Greensburg, Kan.—In the 11 weeks ended Oct. 1 we shipped 204,000 bus. of wheat, and by Nov. 8, had shipped 200 cars of wheat.—Joe Clark, mgr. Farmers Grain & Supply Co.

Niles, Kan.—A 9,000-bu. eltr. has just been completed for Daniel Murphy to replace the one burned last June. A gasoline engine will be used instead of the steam power that operated the old one.—R.

Osawatomie, Kan.—The 30,000-bu. eltr. recently completed for the Osawatomie Sheep Feeding Co. by the Burrell Eng. & Const. Co., is equipped with a Barnard & Leas Feed Mill, and can receive grain from both cars and wagons.

Atchison, Kan.—The Corn Belt Grain Co. has leased the eltr. in North Atchison, formerly owned and operated by Small & Co., and the Atchison Live Stock Co., and will use the house for corn and bran storage; also grind a little feed.

Wichita, Kan.—The Wichita Board of Trade is working for a more uniform grading of wheat in Kansas, claiming that wheat which grades No. 2 here, grades No. 3 in Topeka, altho inspection in both places is under the supervision of the state grain inspection Dept.

Atchison, Kan.—The Blair Eltr. Co. will rebuild at once, an 80,000-bu. eltr. with storage capacity of 60,000 bus. first. Additional storage tanks of concrete or steel will be put up afterwards. Business has been going on uninterruptedly since the fire, so no loss has been suffered in that way.—C. H. Blanke, Blair Eltr. Co.

Atchison, Kan.—In adjusting the loss on grain at the eltr. of the Blair Eltr. Co., which burned Nov. 1, the insurance companies agreed to take the grain and dispose of it. A gang of 50 men was engaged to load the salvage which was shipped to Minneapolis. Cars were promptly supplied to meet the emergency and with proper handling considerable can be saved.

Wichita, Kan.—Altho Eugene Kelly, of Kelly Bros. Grain Co., has sold his Board of Trade membership, he retains all his interests in the firm. Two memberships have always been in this one firm and Edward Kelly, with his membership, receives the same privilege for his firm. For some months Eugene Kelly has devoted his attention to the promotion of a manufacturing company.

Wichita, Kan.—A Wichita miller believes the main difficulty here is to obtain a constant and reliable supply of wheat, and what is most needed is a 1,000,000-bu. eltr. before next harvest, built with money from the hard-wheat section of Kansas instead of with money from the East, so it can be controlled by home people. As all concerned, grain men, millers and farmers, need such an eltr., he thinks it would prove a good investment.

Montrose, Kan.—I own the eltr. and business formerly owned by F. Mosher, and later by the Home Grain Co. I entered the grain and coal business here in 1887, and am the only one that staid in it. Chas. Counselman, A. C. Davis & Co., the Home Grain Co., and several private individuals have engaged in the grain business here at different times but, as there is not enough for two eltrs., they all sold out. Two eltrs. were here at one time, but I dismantled one.—J. Jacobson, Formosa, Kan.

Topeka, Kan.—We are officially advised that the United States Supreme Court had granted a motion to advance the case of T. J. Brodnax against the State of Missouri, which involves the right of the Kansas City Board of Trade to make deduction in weight in all sales of grain to cover alleged losses from dirt and other foreign matter. Monday, Dec. 5, next, was set for argument of the case. We should have a final decision in this case by Jan. 1, and our attorneys advise that we await this decision before commencing an action. If the decision of the Missouri Supreme Court is upheld by the Supreme Court of the United States, it will not be necessary to bring suit to recover for the amount of claims accruing since August 16, 1909, to June 27, 1910.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Wichita, Kan.—H. L. Stover of this city, and Clay McKibben, of Belpre, Kan., have bot the Western Grain Co. from C. B. Gaunt, who has been its mgr. and principal owner for a number of years. Mr. Gaunt retains his membership in the Board of Trade, but the new owners have bot the Board membership of Eugene Kelly, who has not been actively engaged in the grain business for the past year, and will hold it in the name of Mr. Stover, who will manage the firm with name unchanged. He has been its mgr. and bookkeeper for the last three years; before that he was with the grain firm of E. R. & D. C. Kolp. Mr. McKibben will be the silent partner. Mr. Gaunt will not be actively engaged in the grain business for some time. He says he will rest up for a year perhaps, but he retains his offices with the Wichita Brokerage Co. in the Grain Exchange.

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Oketo, Kan.—The property of the Oketo Roller Mills Co., consisting of mill, eltr., coal houses and five residences valued at about \$20,000, will be taken over by The Oketo Mfg. & Eltr. Co. composed of local people. Established in the early sixties the plant was in the hands of the Chapmans until last year when it was transferred to non-residents. Business interests of this place considered it wise to have it controlled here, so this company was organized which the present mgr. writes "will be capitalized at \$20,000 and will buy and sell grain in addition to operating the mill."

Wichita, Kan.—W. S. Martin has bot the business, office fixtures and Board of Trade membership of the A. R. Clark Grain Co. He will take possession Dec. 1 and operate under the name of the W. S. Martin Grain Co. He was cashier and bookkeeper two years for the James Dobbs Grain Co., also members of the Board of Trade, is well acquainted with the trade, and succeeds to a fine business already established. After the sudden death of A. R. Clark last year, Fred C. Dymock managed the firm for the estate until he recently went into other business when Mrs. Clark took charge.

Topeka, Kan.—Reports reaching this office indicate a lack of box car equipment on several Kansas lines, especially branches. The Kansas shipper has a remedy at law, where the carrier neglects to furnish equipment, under Chap. 25, sessions laws of 1907, sections 1, 2 and 3. Read them and note that the shipper desiring cars must make application in writing, giving date cars are wanted and make tender to the agent for the company, in cash, not check, 25% of the freight charges, providing, that such one-fourth charge does not exceed \$10 per car at time order is made.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

If the Kansas Grain Dealers Ass'n is to arrange for an excursion to New Orleans to enjoy the Mardi Gras carnival held in the last week of February, it will necessitate holding our annual meeting in Kansas City, Feb. 22-24. While many will not be able to determine definitely at this time whether you would make the trip, if you think the probabilities are in favor of your going, please advise us, with the probable number of your family that would go with you. We would like this information at an early date in order to enable us to make preliminary arrangements with the carriers.—E. J. Smiley, sec'y Kan. G. D. A.

KENTUCKY.

Hickman, Ky.—Charles S. Driver of Osceola, Ark., has bot the grain and cotton business of J. F. and S. L. Dodds of this place.

Dycusburg, Ky.—We have just put in a new wheat steamer and intend to install more machinery in the summer to increase the capacity of our mill.—Cassidy & Dewey.

Paducah, Ky.—The Paducah Mfg. Co. incorporated; \$25,000; H. P. Hawkins, Jr., principal stockholder. Mill equipment has been purchased of the Noddyke & Marmon Co.

Louisville, Ky.—Articles of incorporation have been filed by the Transportation Club fixing the life of the organization at 25 years. Alfred Brandeis, pres. of the club, and H. H. Bingham, of the Birmingham-Hewett Grain Co., are among the incorporators. At a recent meeting of the club, Chas. T. Ballard, of Ballard & Ballard, spoke on "Milling in Transit."

LOUISIANA.

New Orleans, La.—The Mississippi Valley Transportation Co. will build an eltr. and round storage bins.

New Orleans, La.—Receipts of grain during October included 387,000 bus. of corn, no wheat and 114,000 bus. of oats; shipments, 58,455 bus. of wheat, 216,622 of corn and 7,010 of oats.—H. S. Herring, sec'y N. O. Board of Trade.

New Orleans, La.—Southgate, Ganahl & Harman will engage in the brokerage business here, Jan. 1. Mr. Ganahl was formerly with the old brokerage firm, Ganahl & Sansy, Jacksonville, Fla., and severed his connection with this firm Sept. 1.

MARYLAND.

BALTIMORE LETTER.

With the increased receipts of new ear corn at Baltimore, it is noticeable that the withdrawals of oats from the eltrs. are not so heavy.—C.

Richard A. Froehlinger, many years chief clerk and office man for J. A. Mangner & Co., was married Nov. 9 to Miss Elizabeth Waldhauser of this city.

The duties hitherto performed by the transportation committee of the Chamber of Commerce will be taken over by the traffic buro and the committee will be abolished.

New ear corn is reaching Baltimore quite lively. The corn is packed in barrels generally, and large quantities originate at nearby Maryland and Delaware points.—C.

The first car of new western corn to reach this market was received by the Louis Muller Co., Nov. 9. It came from Illinois and graded "steamer mixed" on account of dampness, otherwise it was in excellent condition. It sold at 55c for domestic delivery.

Herbert Sheridan, mgr. of the new traffic buro of the Baltimore Chamber of Commerce, believes that co-operation with the railroads will accomplish better results than coercion. Among the matters now engaging his attention are stop-over privileges thru billing, some modification of the existing switchin' charges and extension of the trade with the eastern shore of Maryland.

MICHIGAN.

St. Clair, Mich.—The Farmers Grain & Hay Co. is receiving grain in its new eltr.

Detroit, Mich.—Henry W. Rickel, the well known retired maltster, died recently at his home in this city.

Detroit, Mich.—Hulburd, Warren & Chandler, of Chicago, have opened a grain brokerage branch office in Detroit.

Brookfield, Charlotte p. o., Mich.—Peter Oesterle, had his right hand torn off and his arm crushed in a corn shredder, Nov. 15.

Detroit, Mich.—The Hart Grain Co., incorporated; capital stock, \$5,000. Wm. H. Hart, pres. and general mgr., is the principal stockholder.

Mt. Clemens, Mich.—The eltr. property, feed and flour mill of Wolcott Bros. will be sold at receiver's sale Nov. 29, in proceedings to dissolve the partnership.

Cass City, Mich.—I am mgr. of the Farm Produce Co., composed of some 250 farmers of this community and prospects are fair for a good business.—F. E. Kellogg.

Mendon, Mich.—Frederick E. Kelsey, who sold his grain business last summer to Morris Kent & Co., has gone to Cass City to take the management of the new farmers' eltr.

Constantine, Mich.—Excavations finished for the eltr. for the Farmers Eltr. & Coal Co. and the grading has been done for the side track to the site. A few more shares of stock remain to be sold before the organization will be completed.

Aurelius sta., Mason p. o., Mich.—Joseph Thorne, aged 18, lost his right arm in a corn shredder, Nov. 10. He had climbed on the machine to oil it when his sleeve caught in cogs and drew his arm in above the elbow. It is an old fashioned machine, without the safety appliances of later inventions, and had the record of having killed one man and torn the arm off another before Mr. Thorne's accident.

Lansing, Mich.—The time when the Bs/L ordered by the state R. R. commission will go into effect has been further extended from Jan. 1 to June 1, 1911. Some time ago the Interstate Commerce Commission issued orders specifying a uniform B/L 8½ inches wide, but no length was specified. Shippers generally laid in a supply of Bs/L to conform with these requirements. Later the Michigan R. R. commission specified a B/L conforming to that of the I. C. C., but further requiring that it should be 11 inches long. As many of the Bs/L the shippers had already obtained failed to conform to this requirement, the time when the Michigan order should take effect was first extended from July 1, 1910 to Jan. 1, 1911, to permit shippers to use up their Bs/L already on hand. Now comes the further extension to June 1 next, and it is generally understood that shippers will make an effort to obtain legislative relief before then.

Grand Rapids, Mich.—A number of shippers of the state met here Nov. 15 to consider the demurrage question, the seeming conflict between the Michigan regulations and those required by the Interstate Commerce Commission and other matters of interest to shippers. W. R. Anderson, member of the transportation buro of Detroit, talked on demurrage. He advocated the union of the transportation buros of the state with that at Detroit as a central information buro to facilitate the movement of cars. The boards in the state could then act not to oppose the railroads, but to co-operate with them to obtain better service than when antagonistic thru misunderstanding. Chairman Glasgow of the state R. R. commission was present. By what was termed an unofficial ruling he recently held that certain shippers and their allied interests were justified in their contentions with the railroads over demurrage rules and that the application of interstate demurrage rules on intrastate business was unfair and illegal. The former were recently made uniform and gave but two days free time in the use of freight cars, while the latter gave three to five days. He stated that some of the railroads of the state are attempting to induce shippers to sign the uniform demurrage rules promulgated by the roads some time ago, despite the injunction issued by the court forbidding the railroads from enforcing those rules, as well as preventing the commission from enforcing its set of demurrage rules. Mr. Glasgow said several shippers had informed him they had been asked to sign an agreement to accept the rules.

MINNESOTA.

Austin, Minn.—The Hayes-Lucas Lbr. Co. is building an eltr. and a coal shed.

Cyrus, Minn.—The eltr. of the Farmers Eltr. Co. burned recently. Loss, \$13,000; insurance, \$7,000.

Bellechester, Goodhue p. o., Minn.—The Red Wing Malting Co. is considering building an eltr. here.

Wykoff, Minn.—W. T. Spencer and George Rau are endeavoring to organize a farmers' eltr. company.

Farmington, Minn.—The eltrs. of the Vaughan & Brackett Co. here, and at Cleveland, Minn., have been sold to the same purchasers.

Lesueur Center, Minn.—Truesdale & Ames have bot the eltr. of the Vaughan & Brackett Co., formerly leased to the James Quirk Mfg. Co.

Minnesota Falls, Minn.—The eltr. of the McIntyre-Freric Co. that burned Oct. 31, contained 9,000 bus. of wheat; house and grain fully insured.

Twin Lakes, Minn.—The Speltz Grain & Coal Co. is making many improvements in the eltr. it recently purchased, including a covered driveway and a dump scale.

Cleveland, Minn.—The eltr. of the Vaughan & Brackett Co., operated under lease by the James Quirk Mfg. Co., has been sold to purchasers in Northfield, Minn.

Bird Island, Minn.—Ross Knutson and Henry Tinnes, who purchased the eltr. from the Reinhardt estate last summer, operate under the firm name of the Knutson & Tinnes Grain Co.

Brown Valley, Minn.—The Farmers Mfg. & Eltr. Co. incorporated; capital stock, \$50,000; J. T. Schain, pres.; C. A. Weaver, sec'y and general mgr. The company has succeeded the Brown Valley Mfg. Co.

Gully, Minn.—The Hanson & Barzen Mfg. Co. is building a 25,000-bu. eltr. on the Soo line, with flour and feed shed, to be equipped with Avery Automatic Shipping Scale, a dump scale and an Otto engine.—E. C. Wertz.

New Ulm, Minn.—The New Ulm Roller Mill Co., which has just completed a 500-bbl. flour mill, has installed Invincible Cleaners and packers and a 2-bu. Richardson Automatic Scale furnished by the Strong-Scott Mfg. Co.

Minneiska, Minn.—The Minneiska Farmers Eltr. Co. will build an eltr. on the site formerly occupied by that of the Western Eltr. Co. Both eltrs. were torn down and the ground sold to the railroad company.—E. J. Fitzgerald, mgr. R. E. Jones Grain Co.

MINNEAPOLIS LETTER.

C. R. Brackett of Vaughan & Brackett, was injured in an automobile accident Nov. 18.

Wilbur F. Hyde has become sec'y of the G. E. Gee Grain Co., and has charge of the receiving and shipping department.

Frank J. Tyne, with the McCaull-Dinsmore Grain Co. at Fargo, N. D., has applied for membership in the Minneapolis Chamber of Commerce.

The new department of the Minneapolis Traffic Ass'n, for the purpose of checking expense bills, handling reclamation matters and other related work, went into operation Nov. 15. Shippers having such matters pressing for adjustment are expected to turn them over to it for expeditious handling.

The first new corn in this market was received Nov. 17 by the H. Poehler Co., two cars of No. 3 yellow from Yankton, S. D., condition good. Moisture test showed only 15%; sold for 53c.

During October J. E. Botterell, Stephen L. Cobb, F. C. Boynton, H. O. Morrison and F. E. Mahler were admitted to membership in the Minneapolis Chamber of Commerce.—John G. McHugh, sec'y.

The estate of the late Llewellyn Christian, a charter member of the Chamber of Commerce, is valued at \$85,000. His will provides that 40% of it shall go to his widow and the balance of what is left after the other bequests are paid. He bequeathed \$6,000 to charity.

The new addition under construction for the Electric Malting Co. will have a capacity of 1,250,000 bus. annually, an increase of 50,000 bus. This will make the total output of this city's firms above 4,250,000 bus. The Minneapolis malt output has increased rapidly in the last two years since railroad rates affecting this city have been modified.

Receipts of grain during October included 11,727,200 bus. of wheat, 685,440 of corn, 2,427,380 of oats, 3,312,240 of barley and 198,020 bus. of rye; compared with 12,922,310 bus. of wheat, 259,120 of corn, 2,975,130 of oats, 4,038,400 of barley and 459,270 bus. of rye in October of last year. Shipments included 1,515,370 bus. of wheat, 398,730 of corn, 1,669,160 of oats, 1,923,780 of barley and 101,210 bus. of rye; against 2,726,190 bus. of wheat, 187,260 of corn, 2,151,660 of oats, 3,426,380 of barley and 256,880 bus. of rye shipped in Oct., 1909.—John G. McHugh, sec'y.

The Merchants Eltr., also known as Calumet A, work house and dust house burned Nov. 9. Fire started about 5 o'clock in the afternoon, at large leg, caused by hot box. Estimated loss on buildings and equipment, \$35,000 to \$40,000; on grain, \$20,000; fully insured. By 8 o'clock of the same evening Mr. Hal McCord and contractors were busy with plans for rebuilding. In the heart of the \$10,000,000 grain eltr. and linseed oil plant district, the fire, driven by a high wind, threatened to spread to nearby property. Eltr. D, belonging to George P. Harper & Co., that of the Quaker Eltr. Co., and the linseed oil plant of Spencer Kellogg & Sons were in great danger, increased by numerous small fires in weeds about the eltr., in piles of wooden grain doors, and on tops of freight cars. The burned building was of wooden construction, only two years old; capacity, 90,000 bus. It contained from 40,000 to 50,000 bus. of grain. About 350,000 bus. stored in seven concrete tanks a few feet away from the flames escaped damage by fire, owing to fireproof construction. Four switch engines ran in past the walls and hauled out of the yard the cars of grain received at the eltr. the day before. All but one of 50 were saved, that was half full of grain. The plant was operated by electric power. W. A. Crane, superintendent of the eltr., and Arthur Seebach, state weigher, discovered the fire and warned the men employed. Mr. Crane went to the cupola and tried to quench the flames with an extinguisher, but was driven back. The firemen were unable to reach the flames at first and had to let the work house in the cupola burn, before working on that in the eltr. proper. For a time the fire went back in the teeth of the wind along the carrier gallery that surrounds the tanks. While quenching this some water leaked into the tanks,

causing slight damage. The plant is owned by the Merchants Eltr. Co., of which H. D. McCord is pres. Construction will be started on a new working house as soon as the debris can be cleared away.

MISSOURI.

Mt. Morris, Mo.—The Mount Morris Eltr. Co., incorporated, capital stock, \$10,000; incorporators: L. C. Sprecher, A. N. Baker, Geo. Wimble, G. W. Shaw and W. H. Row.

Vanduser, Mo.—Garrett & Schnarr have finished their 20,000-bu. eltr. here. It is ironclad and it is equipped with a 35 h.p. steam engine, a Western Sheller and a Western Cleaner.

St. Joseph, Mo.—The first carload of new corn to reach this market was received here Nov. 12 from Oneida, Kan., consigned to the Gregg Grain Co. The corn is of extra fine quality.

St. Joseph, Mo.—The St. Joseph Hay & Grain Co. has built a warehouse for hay and feed located on the Burlington and Rock Island tracks. It will have a storage capacity of 50 cars and a truckage capacity of 15 cars.—E. F. Schreiber.

KANSAS CITY LETTER.

A vote will be taken upon the floor of the Board of Trade Nov. 28 to decide the question of the erection of a new building.

You will see cash corn selling in Kansas City by Jan. 5th at 40c and by spring either 40 or several cents lower. I am a rampant bear.—A. H. Beach.

E. D. Bigelow, sec'y of the Board of Trade, has been appointed by that body and by the mayor as a delegate to the Trans-Mississippi Congress, which will be held at San Antonio, Tex., Nov. 22 to 25.

Henry Lichtig of Henry Lichtig & Co. returned recently from his wedding trip and received a merry ovation from his fellow traders. Mr. Lichtig was married Oct. 31 to Miss Pauline Adler but kept it a secret until his return.

J. Sidney Smith & Son have brot suit against the C. Gt. W. Ry. for \$7,640, the value of 11 cars of corn which were destroyed in the fire of the Nye-Schneider-Fowler Grain Co. eltr. last spring while on their way to the Independent Eltr. near Omaha.

The recently incorporated Denton-Kuhn Grain Co. will do a general receiving and shipping business. Mr. O. Denton, who is pres., was formerly of Denton Bros., Leavenworth, Kan., and well known to the grain trade in that territory. C. Fred Aylsworth, sec'y of the new firm, was formerly cash salesman for the Midland Eltr. Co. W. D. Kuhn, vice-pres., is engaged in the grain business at Holton, Kan.

ST. LOUIS LETTER.

An appeal will be made to the Interstate Commerce Commission as the result of the refusal of the proprietary lines in the Terminal Railroad Ass'n to abolish the bridge arbitrary.

The recent announcement of the Burlington road that it will absorb switching charges on carload lots of grain originating west of the Mississippi means that the St. Louis market will save \$30,000 per year. The Burlington formerly made switching charges if the grain originated at non-competitive points, but as 75% of the Iowa grain comes from such points, the saving on the grain from that state will amount to a great deal.

The GRAIN DEALERS JOURNAL.

Woodlock & Gessler, because of financial difficulties, were recently obliged to ask their creditors for an extension of time. The creditors accepted the firm's notes and willingly gave the extension of time as the firm has always borne a good reputation.

"I have just returned from a conference with the committee on information and statistics of the New York Produce Exchange, of which Chas. C. Rubens is chairman," said Bert Ball, of the St. Louis Merchants Exchange. "They are fully awake to the necessity of posting all the markets in a comparative form, and have contracted for an immense blackboard, modeled somewhat after the St. Louis board, which will be built along the end of their magnificent trading room, just under the visitors' balcony. From a western standpoint, we are very much pleased to note they are also establishing a comparative cash board, upon which they will post daily the range of all the primary markets of the West, side by side."

MONTANA.

Benchland, Mont.—The Farmers Eltr. Co. has bot the eltr. of the McCaull-Webster Eltr. Co.

Belgrade, Mont.—W. E. Gibson, mgr. of the Farmers Eltr. Co., has been elected a city alderman.

Hedges, Yale p. o., Mont.—The Farmers Eltr. Co. of Pleasant Lake, N. D., will build an eltr. here.

Chinook, Mont.—The Peoples Wheat Creek Co., incorporated, capital, \$50,000; incorporators: Frank Browne of Chinook; F. H. Roberts, of Chicago, and E. Browne of Morrell, O.

NEBRASKA.

Elyria, Neb.—We are the successor to W. T. Barstow Gr. Co. here.—The Farmers Gr. Co.

Cook, Neb.—The eltr. of the Farmers Eltr. Co. has been finished and is receiving grain.

Dixon, Neb.—D. A. Aitken has bot the eltr. of T. W. Harding and operates it from Walthill, Neb.—King, Truax & Co.

Auburn, Neb.—L. L. Coryell and Chris Sorenson have bot the eltr. of Cummings and Allen and have taken possession.

Loup City, Neb.—The Ewart Gr. Co. has leased the eltr. of the Farmers Eltr. Co. G. H. Dunn has been appointed buyer.

Mapps, Neb.—The Van Wickle Grain & Lbr. Co. has succeeded the Foster Grain Co., here, and took charge Oct. 10.—Morrison Castle, mgr.

Chester, Neb.—The Farmers Eltr. Co. incorporated, capital stock \$12,000; incorporators, H. Kuhlmann, A. Richard, W. P. Duey and H. W. Farr.

Ames, Neb.—Fire which started in the engine room of the eltr. of Johnson & Graham destroyed the building Nov. 15, and caused a loss of \$15,000, covered by insurance.

Tecumseh, Neb.—S. H. Murphy, agent for the H. E. Gooch Grain Co. of Lincoln, Neb., has been found not guilty of running a bucket-shop, in a verdict given in the district court here Nov. 11.

Gresham, Neb.—Farmers here have organized a stock company capitalized at \$15,000 with most of the stock paid up and have bot the eltr. of B. F. Morehouse. I have been engaged as mgr.—H. L. Aden.

Holdrege, Neb.—The Central Granaries Co. has begun the erection of an up-to-date eltr. of 60,000 bus. capacity to replace its 500,000-bu. house which was burned last March. The new structure will be iron clad 40 by 50 ft. and 70 ft. high, in connection with a sacking house 30 by 50 ft. The eltr. will be equipped with the most up-to-date machinery. A new office is also provided.

Plainview, Neb.—P. D. Corell, formerly senior member of Corell Bros., sold his interests Nov. 11 to G. F. Hughes of Hornick, Ia. Mr. Hughes will place the grain business in the hands of H. R. Greer, an experienced eltr. man of Hampton, Neb. Mr. Hughes was formerly in the lumber business at Hornick, Ia., but sold his interests there last Feb. Corell Bros. has been identified with the commercial growth of Plainview for 21 years. Mr. Hughes will take possession of the business about Dec. 1.

OMAHA LETTER.

The Grain Belt Co., incorporated, capital stock, \$25,000; incorporators: R. F. Kloke, J. H. Bexten and R. E. McKillip.

Elmer A. Cope, treasurer of the Updike Grain Co., was awakened recently by a burglar, was tied and gagged and forced to listen to the intruder searching around the room for valuables. The burglar took about \$65 and some jewelry.

Herbert Gooch, L. B. Tobin, Wm. Clendenen and the H. E. Gooch Grain Co. have been enjoined from using the quotations of the Chicago Board of Trade; and members of the Grain Exchange are pleased. The Chicago Board of Trade filed the suit.

Grain dealers of this city are satisfied that the marked improvement in the corn crop of the state is largely due to the thousands of "Test Your Corn" cards which were distributed thruout the state by them. Cards were also distributed by the Commercial Club of Omaha, by implement dealers and even creamery companies.

The Imperial Mfg. Co. of David City, Neb., will erect an eltr. at Council Bluffs, Ia., to have a capacity of 100,000 bus. and to cost between \$40,000 and \$50,000. About 600 ft. of trackage has been obtained to permit of the erection of a mill later. E. V. Van Wickle and W. P. Metzger represented the milling company in its negotiations here. Mr. Metzger has applied for membership upon the Omaha Grain Exchange.

Buyers of grain do not have unlimited time to call for re-inspection of their purchases, as some unposted persons seem to think. The present rules of the Omaha Grain Exchange require "That re-inspection shall be called for and obtained within 192 hours from 12:00 o'clock noon of the date of sale including Sundays and holidays, where re-inspection is called on track, and the party calling same shall locate the car for the inspection department." Another rule of the Exchange provides that "In all cases of rejection, either buyer or seller may call for re-inspection, and the purchase and sale shall be completed on a basis of the re-inspected sample, same to be submitted to the discount committee for revision of price, unless otherwise agreed."

NEW ENGLAND.

Natick, Mass.—The eltr. of J. W. Doon & Co., which collapsed last spring causing a loss of several thousand dollars, is being rebuilt.

Ludlow, Vt.—C. F. Guild has moved his eltr. to a new location.

Charleston, Me.—The eltr. of the Boston Ice Co. burned Nov. 15. Loss nearly \$25,000.

Mystic, Conn.—The eltr. of the Mystic Grain Co. was burned recently with a loss of \$30,000.

Charlotte, Vt.—I will have my 5-story grist mill ready to operate by Dec. 1, 1910.—Lewis N. Kellogg.

Boston, Mass.—William Osgood Blaney, formerly prominent in the grain trade of this city, died here recently.

Pawtucket, R. I.—A large eltr. is being built here by Peter Lennon. It will be of 30,000 bus. capacity and built upon a concrete foundation.

Boston, Mass.—Sumner, Crosby & Son and W. S. Leavitt & Co. have consolidated to do business under the name of Sumner, Crosby & Son. Capital stock, \$50,000, Wm. S. Crosby, pres., Albert F. Conley, vice-pres. and Wm. B. Leavitt, treas.

Worcester, Mass.—Perley G. Davis, of Granby, Mass., has been awarded \$500 at the New England Corn Exposition for a record yield of corn raised on a single acre of ground. Mr. Davis harvested 103½ bus. of crib dry yellow flint corn. His yield at harvest time was 127 bus. of shelled corn.

Boston, Mass.—A petition in involuntary bankruptcy was filed recently against the A. G. Crosby Co. by the Saginaw Mfg. Co. with a claim of \$8,499.88; W. I. Biles, \$250; W. H. Ennis, \$960.31, all of Saginaw, Mich., and John R. Murphy, a local attorney, \$350. Because of its inability to pay the outstanding claims, directors of the company said that it was willing to be declared bankrupt.

NEW JERSEY.

Camden, N. J.—The eltr. of F. B. Sitley & Son burned Nov. 15, with a loss of \$10,000.

NEW YORK.

Buffalo, N. Y.—The Husted Mfg. & Eltr. Co. suffered a loss recently by fire amounting to \$2,000.

Buffalo, N. Y.—The Globe Eltr. Co. will build an eltr. and mill to be located on the Erie tracks and to cost \$10,000. This will replace their eltr. burned last summer.

Trumansburg, N. Y.—The eltr., bean-house and hay sheds of Porter & Trapagen, of Caywood, N. Y., burned Nov. 11. Loss, \$23,500; insurance, \$17,500. Hay to the amount of 400 tons was destroyed.

New York, N. Y.—B. H. Scheftels, Chas. F. Belser, Geo. J. Sullivan, Ralph E. Waterman, Chas. B. Stone and Simon J. Herzig known as George Graham Rice, all members of the alleged bucket-shop firm of Scheftels & Co., pleaded not guilty in the United States Circuit Court Nov. 9 when charged with using the mails in a conspiracy to defraud. They were released on bail.

NORTH DAKOTA.

De Lamere, N. D.—The eltr. of the Crown Eltr. Co. has burned.

Havelock, N. D.—The eltr. of the Regent Grain Co. will be constructed by C. H. Benson.

Medford, N. D.—I am going to repair the foundation of my eltr. this summer, and am contemplating putting in an automatic scale.—D. C. Donavan.

Wishek, N. D.—W. C. Kennedy, formerly mgr. of the Minn. & Western Grain Co. here, has removed.

Mekinock, N. D.—The Farmers Eltr. Co. has bot suit against McCarthy Bros. Co. of Minneapolis, for \$308 claimed to be due for grain shipped to that firm.

Edgeley, N. D.—The Dakota Grain Co. of Frederick, S. D., has bot the big mill of the Edgeley Mfg. Co. and has also acquired a line of eltrs. nearby, with which to supply it with grain.

Glover, N. D.—The S. Glover Eltr. Co. Estate has succeeded Glover & Son. The Independent Eltr. Co. has succeeded the Monarch Eltr. Co. with C. B. Andrus as buyer.—Howard Bean, mgr. S. Glover Eltr. Co., Estate.

Mott, N. D.—The Northern Pacific R. R. has granted sites for eltrs. on its right of way at this place to the Russell-Miller Mfg. Co., of Minneapolis, the Powers Eltr. Co. of Minneapolis, the Farmers Grain & Eltr. Co. and the Barth Grain Co., both of Mott.

Regent, N. D.—The Regent Grain Co. will build a 30,000-bu. eltr. along the line of the branch of the C. M. & St. P. from McLaughlin, S. D., to New England, N. D. It is to be of cribbed construction and equipped with a Monitor Cleaner, Willford Feed Mill, a 25-h. p. gasoline engine, a 6-ton dump scale, a 1,000 bu. automatic scale and a manlift. C. H. Benson is the builder.

OHIO.

Massillon, O.—The Buckeye Cereal Co. is remodeling its plant.

Reno sta., Emmet p. o., O.—Renollett Bros. are building an eltr.

Pikeville, O.—John Powell has succeeded Davidson & Powell.

Rawson, O.—R. F. Fenner has bot the mill and eltr. of Risser Bros.

Richey, O.—J. W. McMillan of Van Wert, is building an eltr. here.

Ross, O.—The Willey-Brown Co. is the successor to the Willey Mill & Eltr. Co.

Ottawa, O.—We are remodeling our mill and eltr.—Philip Maurer, of Maurer Bros.

Lyons, O.—The safe of the Lyons Grain & Coal Co. was blown Nov. 14 and \$40 taken.

Deshler, O.—We are putting in a new ear corn dump.—J. M. Carn, mgr. Farmers Grain Co.

Holgate, O.—The Holgate Farmers Eltr. Co. is building an eltr. Peter Hipp will manage it.

Holgate, O.—We have installed a new wheat scourer and smutter in our eltr.—S. L. Snyder & Co.

McComb, O.—Harrison & Johnson have leased the Travis eltr. at this place.—A. A. Rudisill, agt.

Troy, O.—The Allen & Wheeler Co. is erecting a concrete eltr. here to have a capacity of 155,000 bus.

St. Bernard, Ivorydale, p. o., O.—The eltr. of J. W. Biles burned here Nov. 7, causing a loss of \$3,000.

Fostoria, O.—We have installed a new Sidney cleaner and sheller in our eltr.—A. Franke, mgr., Franke Bros.

Waverly, O.—The Wheelersburg Mfg. Co. of Wheelersburg, O., has bot the plant of the Pee Pee Mfg. Co.

Maplewood, O.—I have purchased a Sprout, Waldron French Burr Mill with elevator and bolter.—O. W. Cook.

Bucyrus, O.—Wm. M. Reid, well known in the grain trade, and an active member of the National Hay Ass'n died recently.

Norwalk, O.—We have just installed a 3-ton Monarch Attrition Mill; also a 50-h. p. gas engine in our eltr.—J. S. Mead, of Mead & Woodward.

Grover Hill, O.—The Owens-Mericle Co. has succeeded to the business of the Davidson & Owens Co., and will operate the eltrs. here and at Roselms.

Hatton, O.—Cruickshank & Wright have bot the eltr. at Hatton, Ohio, formerly owned and operated by Munger & Strawman. They took possession Nov. 1.

Swanton, O.—Cracksmen knocked the combination off the safe in the offices of the Pilliod Mfg. Co. Nov. 16 and prepared to use nitro-glycerine, but were frightened away.

Mt. Cary, O.—We are building an office and engine room, 14x26 feet, and will equip it with all up-to-date office appliances.—A. C. Dicus, mgr. Farmers Eltr. & Exchange Co.

Xenia, O.—The Xenia Grain Co. has succeeded to the business of the Miami Grain Co., and will carry on its business at the same location. G. N. Perrill is pres.; C. H. Little, vice-pres.; and A. V. Perrill sec'y. Capital stock, \$25,000.

Holgate, O.—Harrison & Johnson, of Napoleon, have purchased the eltr. here formerly operated by the Travis Emmick Co., and are building 70 ft. addition to the eltr. to be used for grinding chop, and are installing a new gasoline engine, two feed grinders and a feed mixer. We will repaint the eltr. next spring.—N. Jackman, mgr. Harrison & Johnson.

Columbus, O.—The state railroad commission has ordered the railroads operating within this state, in issuing future tariffs, to publish the rates between large shipping points as the maxima for intermediate stations. The carriers are required to name the routes via which each schedule of rates applies, so that intermediate rate points may be clearly set forth without danger of confusion to any shipper as to the exact rate applicable.

Lippincott sta., Urbana p. o., O.—I have an almost new eltr. of 10,000 bus. capacity, with 4,000 bus. in ear corn storage, equipped with hopper bins, 1,200-bus. hopper scales and up-to-date manlift. Having the eltr. on my own ground is a big advantage as there is no rent to pay and the house can not be set on fire or knocked to pieces by the railroad company without recovery of damages. So far this season I have handled 30 cars of wheat and oats.—John B. Outram.

Columbus, O.—The executive committee of the Ohio Grain Dealers Ass'n will ask officials of the National Corn Show to set apart a day in January especially for that organization. The dealers plan to come to this city in force, hold an open meeting to which farmers will be invited, and there discuss the raising of corn, the manner of handling it and the opportunities to better the yield and quality. Prominent grain men from the terminal markets are expected to attend and it is planned to make the meeting a general conference on the corn raising situation of the state.

CINCINNATI LETTER.

R. C. Archiable, who has been acting as temporary Chief Weigher will have charge of the weighing bureau permanently.

W. W. Granger, of the Union Grain & Hay Co., has successfully undergone an operation for gall stones.

Local brokers are quoting wheat prices together with the test weight per bushel, the high test of some samples explaining the wide range in price of No. 2.

Under the rules of the Chamber of Commerce the paid employees of the bureau are the chief weigher and supervisors, the deputies are employees of firms where the weighing is performed, and are paid by them, as they perform other duties than weighing, for the owners of the plants. Consequently when shortages occur the shipper and the commission merchant at once doubt the validity of weights obtained by parties not in the employ of the Chamber. The total weight of a car of hay or straw is obtained by weighing out 3 bales at a time, and grain thru hopper scales, with all the loss that occurs to the detriment of the shipper and the railroad. The board of directors have repeatedly tried to get away from this manner of weighing, but the eltr. men have persistently refused to change. For fear the Chamber can not handle the business without loss, the directors are permitting its good name to be used. They have a new committee appointed to see if an independent system can not be established. The board of directors know the complaints, and either should enforce a rule putting the weighers directly under their control or not lend their sanction to the system now in force.—W. McCalister.

TOLEDO LETTER.

The Mollett Grain Co. of Frankfort, Ind., has opened its main office in the Produce Exchange Bldg. W. H. Haskell is pres., and R. B. Crane sec'y and treas.

The first car of new corn was received here Nov. 14 from southwest Indiana. It graded No. 4 yellow, and was very damp, testing 22% moisture. The first car last year came Oct. 26 and the year before on Oct. 3.

A. J. Crutcher, a workman employed upon the new concrete eltr. of W. H. Haskell & Co., fell 60 ft. but when a short distance from the ground grasped a rope and alighted, uninjured, with the skill of a trapeze performer.

D. B. Noyes, formerly with Hoffman & Co., Bowling Green, O., has resigned his position to manage the corn and oats department of the Harter Mfg. Co. here. This firm has one of the finest mills in the country, having a storage of 1,500,000 bus. wheat, and a capacity of 2,500 bbls. daily.

The engagement has been announced of Miss Ada Louise Paddock, daughter of Mr. and Mrs. Fred O. Paddock to Frederick C. King, son of Mr. and Mrs. Frank I. King. Both Mr. Paddock and the elder Mr. King have been prominent in the grain trade and Produce Exchange for many years.

OKLAHOMA.

Oklahoma City, Okla.—The arbitration board of the Oklahoma Grain Dealers Ass'n held a meeting here Nov. 15.

Meridian, Okla.—

No changes here in any way; Corn crop short as well as hay.

—J. M. Heath, agt. Capital Grain Co.

Oklahoma City, Okla.—During January and February a "Cotton and Corn" demonstration train will be run over the Katy, Rock Island and Ft. Smith & Western roads.

The GRAIN DEALERS JOURNAL.

OREGON.

Helix, Ore.—Seven employees of the Puget Sound Warehouse Co. and the Farmers Mutual have been arrested or are being sought by the authorities, charged with the systematic theft of grain from the warehouses here and at Van Sycle. It is said that the grain was stolen in quantities of 5 and 10 bus. at a time and sold to farmers and others who thought that they were buying direct from the companies. In other cases, it is said, the wheat was taken from one warehouse to another, entered under fictitious names and sold back to the companies. The thefts will amount to several thousand bus.

PENNSYLVANIA.

Frackville, Pa.—The Scott Hay & Grain Co. has engaged in business here.

Brownsville, Pa.—C. B. Chamberlain is erecting a 2-story brick warehouse of fire-proof construction and costing \$15,000.

PHILADELPHIA LETTER.

New corn is arriving here very slow indeed, and old corn is by no means plentiful.

The Commercial Exchange has withdrawn its membership from the National Board of Trade.

The grain rules are to be overhauled so the knowing ones assert, but when, is the all absorbing inquiry. The consensus of opinion seems to be that if they are overhauled in a thorough way, it will be done after the annual election for officials and directors, and not until the new grain committee is named.

The movement from the New York end of the circuit to have the Interstate Commerce Commission revise or abolish the freight rate discriminations affecting the grain trade there, has stirred up the grain men here into a fighting mood, and the regulation differentials prevailing in Philadelphia will be defended vigorously.

Some of the veterans in the grain trade here are seriously thinking of taking concerted action looking toward the building up of the export business which they claim has fallen off very materially at this and other leading Atlantic ports. There is talk of sending a thoroughbred and competent grain expert abroad to investigate conditions and endeavor to bring about satisfactory relations between the home and the foreign markets.—S. R. E.

SOUTH DAKOTA.

Tea, S. D.—Henry Bruhn has succeeded Groenveld & Bruhn.

Stickney, S. D.—Farmers are organizing an eltr. company here.

Amherst, S. D.—Carl Kjelmyr has succeeded Kjelmyr & Riley.

Parkston, S. D.—John Tiede, Jr., has succeeded Tiede & Winter.

Big Stone, S. D.—O. W. Kuederling has succeeded Schwantes & Kuederling.

Humboldt, S. D.—C. F. Hahn has traded his eltr. to T. O. Raney for a farm. Mr. Raney took charge Nov. 15.

Onida, S. D.—The Mesick-Strangeland Grain Co., of Gettysburg, S. D., has built an eltr.

Presho, S. D.—We will remodel our eltr. and build an addition during the coming season.

Dempster, S. D.—The Farmers Grain & Mercantile Co.'s eltr. which burned in June will be rebuilt in the spring.

Faulkton, S. D.—The eltr. of C. E. Warner at this point, which burned last month will not be rebuilt until next spring.

Westport, S. D.—C. R. Walworth has bot the eltr. of F. B. Johnson, the consideration being 10 shares of stock in the Farmers Eltr. Co., and the balance in cash.

Redfield, S. D.—We have purchased the eltr. of the Crown Eltr. Co., and the coal sheds of Jacob Parsons, and have erected coal sheds in addition to those bought.—H. B. Engel, mgr. Engel & Schuermeyer.

Clark, S. D.—The Clark County Farmers Eltr. Co. eltr. was burned to the ground Nov. 16, with a loss of \$40,000; insurance, \$29,000. The eltr. will be rebuilt in the spring.—Chas. G. Smith, agt. Atlas Eltr. Co., Raymond, S. D.

Chelsea, S. D.—J. L. Jones, state bank examiner, who purchased the eltr. here, which was a part of the assets of a local bank which was forced to close its doors, has sold the eltr. back to the receivers. Creditors complained that the eltr. which Mr. Jones purchased for \$4,500 was worth at least \$7,500.

Spencer, S. D.—The Farmers Eltr. Co. recently gave notice of an auction sale at which the shares of stock held by each of 41 members of the co-operative company would be sold for failure to pay assessments levied Sept. 3, the amount being \$20 per share, ranging from \$100 to \$20 per individual.

SOUTHEAST.

Suffolk, Va.—We have built an eltr. here recently with a capacity of 8,000 bus.—Cooper, Riddick Co.

Richmond, Va.—Rapid progress is being made on the Richmond Terminal eltr. being built here by the A. E. Baxter Engineering & Appraisal Co. for the Chesapeake & Ohio R. R.

TENNESSEE.

MEMPHIS LETTER.

At this distributing mart business is along lines that reflect the abundant returns from local farm areas. An unusually uniform autumn and the plentitude of home forage also contributes to the dullness of trade. Coarse grains and hay from the North and the Southwest are moving, but volume is much less than usual. Stocks in the hands of consignment houses are moderate, for there has been no disposition to buy much ahead for the above reason, as well as the fact that sentiment for some time has been leaning to lower prices. Mississippi has a larger yield of corn than ever before, many farms gathering crops to supply all normal needs with surpluses.

Work on the new skyscraper home of the Merchants Exchange is being pushed rapidly and it looks now as if the quarters will be ready for occupancy by Jan. 1 or a little later. Contractors promise to have the finishing touches put on by that date. The members of the exchange are anxious to get into their new home and Sec'y N. S. Graves says they are counting high on having their annual election of officers about Jan. 12 in the new building. As the election event is usually accompanied by a luncheon which all members, as a rule, attend, probabilities are that it will take on more than its usual interest, because of it being in the nature of a "house warming." Tentative plans are being made, but of course all depends on whether the con-

tractors meet their promises. Already tenants are moving into the building, but the marble and other decorative work on the quarter of the exchange requires much time. The finishings will be as handsome as those on any business building in the country.—M.

NASHVILLE LETTER.

The Lester Mfg. Co. has been organized and will occupy the plant formerly used by the Capitol Grain & Mill Co.

I have disposed of my brokerage business here to S. C. Wilkes & Co., and will engage in the grain business in Oklahoma.—W. S. Tulloss.

Arrangements are being made for the establishment of a traffic bureau here. An expert freight man will be employed to take charge of the bureau, and a rate clerk to assist him.

TEXAS.

Amarillo, Tex.—The Rex-Perkins Co. has discontinued business.—Early Grain & Eltr. Co.

Ft. Worth, Tex.—R. M. Rogers has filed a petition in bankruptcy with claims against him aggregating \$600,108, with the Medlin Mfg. Co., creditor to the extent of \$411,250 and the Wolf City Mfg. Co. holding notes for \$188,858.

Tyler, Tex.—The grain and seed store of Thomas A. Johnson was burned Nov. 11, with a loss of \$3,000, covered by insurance. Only 2 days later the grain and feed store of I. H. Crutcher & Son was burned with a loss of \$7,000, with insurance of \$5,000.

Pampa, Tex.—The only place in Texas where fine hard turkey wheat is raised is in that part of the Panhandle which lies about 200 miles south of the northern boundary of the state, and especially in Gray, Carson, Roberts and Hemphill counties. This town shipped 300 cars of wheat this year, as against 5 cars last year. This territory is about 3,000 ft. above the sea and contains alkali. The rate is 15c over the whole state, so the millers are able to produce a high grade of flour.—F. R. Warrick, mgr. Elwood Gr. Co., St. Joseph, Mo.

UTAH.

Salt Lake City, Utah.—The Western Eltr. & Development Co., incorporated, capital stock, \$8,000. G. R. Yearsley is pres.; Frank E. Wicking, vice-pres.; W. B. McCartney, treas.; E. H. Chapman, sec'y and Geo. H. Ryan, additional director.

WASHINGTON.

Kahlotus, Wash.—E. F. Redd had succeeded J. E. Hoon as mgr. of the Kahlotus Grain & Supply Co.

Pullman, Wash.—O. A. Sanford, of Colfax, and J. A. Jones, of Pullman, have bot the warehouse of L. W. Robinson for \$15,000.

Washtucna, Wash.—C. S. Bassett, local mgr. for the Pacific Coast Eltr. Co., was married Nov. 9 to Miss Florence Williams of Denver, Colo.

Walla Walla, Wash.—Farmers are so pleased with the success of their plan of buying grain bags in large quantities that they have again pooled their interests and are asking for bids upon 4,000,000 bags. Last year the bags were purchased for \$5.75 a hundred, which is considerably lower than the market price, and saved the farmers thousands of dollars.

Walla Walla, Wash.—Weevil, believed to have been brot into the state in seed from the Middle West has done considerable damage to some wheat which has been stored in some of the warehouses for a year or more.

WISCONSIN.

Rib Lake, Wis.—Jos. Brehm has succeeded Thomas Brehm.

Roberts, Wis.—The Farmers Eltr. Co. is building an addition to its eltr.

Madison, Wis.—Julius Klueter will erect a warehouse 32x33 ft. of brick and concrete, and to cost \$6,000.

Arcadia, Wis.—The Farmers Shipping Ass'n has been organized here for the purpose of shipping stock. Grain will be handled later.

Superior, Wis.—Owing to a broken engine, which the Itasca eltr. suffered recently, the steamer City of Bangor was obliged to lay over for a few days additional to load up.

Madison, Wis.—At a recent hearing of the state railroad and warehouse commission the question arose as to whether or not the Wisconsin law is right in limiting to 6 months the time in which claims can be filed with the state railroad commission instead of 2 years as in the case of the Interstate Commerce Commission. One member of the commission said that if the shipper wished to protect himself he shud notify the commission at the time of filing the claim with the railroad, and that this action would stop the running of the statute of limitations.

MILWAUKEE LETTER.

George W. Bacon, 25 years ago a well-known grain merchant of this city, died Nov. 1 in New York City.

The first carload of new corn was received recently by W. M. Bell & Co. It graded No. 4 and sold at 51c.

The Chamber of Commerce has withdrawn its complaint filed with the Interstate Commerce Commission concerning the new rules governing transit privileges.

The directors of the Chamber of Commerce, acting upon the recommendation of the delegates to the convention of the Grain Dealers National Ass'n held recently at Chicago, has passed a resolution favoring the Stevens law now being presented in Congress, believing that it will do away with the abuse of the B/L.

Argentina Crop Prospects.

The crop prospect in the provinces of Buenos Aires, Pampa Central, and in the south of Argentina continues to be very promising, due to the abundant rains which have fallen during the past six weeks thruout these regions. While the yield in the other regions may not look so promising, the increased acreage gives faith for a satisfactory harvest. It is very significant that the increased acreage, which amounts to over a million acres, lies in the regions which have had the copious rains.

The Minister of Agriculture estimates the probable surplus available for export out of the present ripening crop at 110 million bus. of wheat, and 33 million bus. of flaxseed. The high record exports of 1908 were 139 million bus. of wheat and 41½ million bus. of flaxseed.

I appreciate the Grain Dealers Journal very much and get good ideas from it.—Joe Clark, mgr. Farmers Grain & Supply Co., Greensburg, Kan.

N. W. Ohio Dealers Meet at Lima.

At an enthusiastic gathering of the millers and elevator operators and representative hay dealers of Northwestern Ohio, held in Lima, Friday, Nov. 11, a very interesting program was presented.

The task of revising the by-laws and trade rules precipitated a prolonged discussion.

In order to secure a spirit of co-operation between producers and shippers the name of the organization was changed to The Hay & Grain Producers and Shippers Ass'n of Northwestern Ohio. The preamble which embodies the plan and purpose of the organization follows:

Desiring to advance the general interests of the hay and grain trade by the inculcating of honorable and equitable practices in trade, the acquiring and disseminating of valuable business information, the conserving of natural resources, the providing for the submission of all matters of difference for disposition by arbitration or adjustment, and the grading of the interests of hay and grain producers and shippers with respect to transportation and marketing problems—we, the members of the Hay and Grain Producers and Shippers Ass'n of Northwestern Ohio, appreciating the importance of concerted action, do hereby agree to be governed by the following by-laws.

The discussion developed the fact that the provision for the adjustment of differences by arbitration is the backbone of the plan, and this particular provision was sustained without an amendment. The Ass'n went on record as indorsing the trade rules published in Grain Dealers Journal for Nov. 10, page 665, top of second column.

L. L. Cass brot his tester and conducted moisture tests. Representative samples of new corn showed a variation from 22% to 28½% moisture. One of the shippers exhibited 3 average ears of corn which were taken in Oct. 11, and weighed 3 lbs. 4 oz. The same 3 ears were subjected to natural temperature of office and on Nov. 11 weighed 2 lbs. 2 oz, a shrinkage of 34%. A moisture test of these 3 ears developed the fact that they still contained 14½% moisture.

The meting was held in the main dining room of the Lima House. After dinner was served T. P. Riddle of Fort Wayne, outlined the ideal grain dealers ass'n of the future.

Chas. T. Pierce of Van Wert spoke of Honorable and Equitable Practices in the Trade.

J. W. Edwards of Gomer, O., in speaking of Natural Resources and their conservation, dealt with the following features of the subject:

CONSERVING NATURAL RESOURCES.

We are living in an age of acute competition, margins are minimized. Resources must be conserved.

What is the status of the grain elevator business? Are there too many grain elevators in North-Western Ohio, to permit of a reasonable earning upon the invested capital and expended labor, when operated upon normal margins?

What is the future of the grain elevator in North-Western Ohio?

Will the outturn capacity increase or decrease?

Has the multiplication of elevators ceased, or will it continue?

Will the yield of grain per acre, under cultivation, increase or decrease?

What an experiment station in each county of North-Western Ohio might mean to millers and elevator operators.

How to get an experiment station.

Earl C. Bear of Hicksville, O., in the course of his remarks on Arbitration, said:

ADJUSTING DIFFERENCES BY ARBITRATION.

This is the back-bone of the whole thing. This one feature of our Ass'n is what dis-

tinguishes it from all the other organizations of the past.

The one thing which a member of this Ass'n subscribes to is this, "Before being duly enrolled, each member elect shall affirm his accord with the plan and purpose of this Association as expressed in its Preamble and By-Laws and shall agree, by subscribing his name hereto, to submit to arbitration, under the terms and provisions of these By-Laws, all matters of difference between him and any member or members of this Ass'n or between him and the Ass'n during the life of his membership."

The spirit of the age is to drop the knife and cudgel for the more modern means of satisfaction.—**ARBITRATION.** Differences between nations, differences between states, differences between capital and labor, and all other differences are turning to arbitration in preference to war or courts.

Tom Morrisson of Kokomo, in the course of his remarks on Transportation Problems, said:

TRANSPORTATION PROBLEMS.

If it were not for the effort of organized bodies like ours, railroads and receiving markets would literally walk over us.

Where would farmers be if it were not for national, state and local organizations to protest against and fight freight increases?

We fight the battles and the farmer reaps the reward.

An arrogant receiver or receiving market might be willing to ignore an individual, but is there any receiver or receiving market that would dare to ignore the interests of the body of established shippers of North-Western Ohio?

CONVENTION NOTES.

Cincinnati was represented by I. C. Collins.

H. D. Ridge represented Fairbanks-Morse & Co.

From Indiana were C. G. Egly, Berne, and Tom A. Morrisson, Kokomo.

Wm. W. Beatty, of Pittsburg, presented the dealers with a celluloid letter opener.

Ohio dealers in attendance were: L. C. Allinger, Delphos; E. C. Bear, Hicksville; F. D. Brandt, Van Wert, J. W. Busby, No. Baltimore; C. S. Behymer, Rockford; J. L. Cruikshank, Fostoria; G. O. Cruikshank, Leipsic; W. A. Cutler, Adrian; A. E. Cole, Weston; P. W. Davis, Gilboa; E. M. Dull, Celina; W. J. Edwards, Gomer; E. C. Fisher, Van Wert; C. W. Franklin, Leipsic; L. R. Good, Bloomdale; L. A. Gephart, Moffitt; J. S. Gephart, Versailles; A. L. Garman, Delphos; W. S. Garrett, Deshler; Geo. Gahman, Cairo; L. F. Hammond, Stanley Sta., Florida P. O.; Robt. Kolter, Spencerville; S. W. Kemp, Spencerville; O. G. Lang, Delphos; W. C. Long, Convoy; W. D. Long, Toledo; Philip Maurer, Ottawa; J. S. Metzger, Jonestown; J. W. McLellan, Van Wert; W. L. Mericle, Bradner; Joseph Miller, Continental; A. J. Miehls, Deshler; D. B. Noyes, Bowling Green; Capt. E. E. Nutt, Sidney; A. G. Odemiller, Ottoville; Joseph Osterhage, Kalida; Chas. T. Pierce, Van Wert; W. T. Palmer, Celina; H. G. Pollock, Middlepoint; J. S. Parrett, Continental; Fred Rockwell, No. Baltimore; A. E. Royce, Bowling Green; G. G. Rockwell, No. Baltimore; Jos. Ringlein, Leipsic; C. H. Shuler, McComb; C. Spriggs, Celina; J. D. Spangler, Defiance; R. C. Smith, Lyons; R. A. Trepanier, Dunbridge; J. W. Thompson, Ohio City; J. F. Wetherhill, Spencerville.

We find the Grain Dealers Journal useful to us in many ways.—Christie & Sherret, Wiota, Ia.

A new grain, which will make a good substitute for corn in the regions where corn can not be grown, has been raised at the seed breeding farm of Prof. B. C. Buffum at Worland, Wyo. Improved Winter Emmer is the name of the new grain and it is claimed to be an excellent feed for the fattening of stock.

Grain Carriers

Navigation on the upper lakes will close Nov. 30.

The proceedings at the recent convention of the National Industrial Traffic League have been published in full by the league in a pamphlet of 26 pages.

The famous suit by the government against the Standard Oil Co. for alleged rebating was dismissed Nov. 18 in the U. S. Circuit Court, at Jackson, Tenn.

The law against charging more for a short than for a long haul is upheld in the recent decision by the Supreme Court of Missouri against the Missouri Pacific Railroad.

A reargument in the complaint by W. S. Duncan & Co., against the reshipping allowance granted Nashville dealers in grain by the N. C. & St. L. R. R. was heard recently by the Interstate Commerce Commission.

Freight rate increases by 100 western and southern roads were suspended Nov. 14 by the Interstate Commerce Commission. One of the three tariffs suspended until Mar. 1, covered the southbound rates on more than 50 lines.

The total car shortage Nov. 9, given in the latest statement of the American Railway Ass'n was 21,000 cars, against 27,496 on Nov. 24, 1909. The car surplus increased from 29,000 to 34,581 in the two weeks preceding Nov. 9, and was 27,496 on Nov. 24, 1909.

Murphy Bros., receivers, of New York, have filed complaint with the Interstate Commerce Commission against the 48 hours limit for unloading cars, alleging that the demurrage assessed when unloading has been delayed by bad weather is unreasonable.

The meaning of the long and short haul clause of the new fourth section of the Interstate Commerce Act will be considered at a hearing before the Commission at Washington, Nov. 28. The merits of individual applications for relief will not be considered.

Short line railroads will have their status determined in a hearing by the Interstate Commerce Commission at New Orleans, Dec. 8. The whole question will be taken up, including the complaint by the Star Grain & Lumber Co. against the Santa Fe and other roads.

By ruling of the Interstate Commission, consignees must give carriers written notice demanding delivery of cars by the routing indicated in shipper's billing, to make valid claims for damages on account of cartage expense due to carrier's neglect to deliver as specified.

The Southern Pacific, the Santa Fe and 20 other roads have petitioned the U. S. Court at San Francisco for an order restraining the Interstate Commerce Commission from carrying out its order to cut rates on commodities. The rates were to have gone into effect Nov. 24.

The Supreme Court of Texas on Nov. 9 affirmed the judgment of the lower court in favor of the Stark Grain Co., of Plano, Tex., against the M. K. & T. Ry. Co. for damages for delay in transportation of a car of wheat from St. Louis to Plano. The carrier's defense was that the delay was occasioned by an unprecedented rush of business which they could not have foreseen and provided for.

After Feb. 17 it will be unlawful under the Interstate Commerce Act for a railroad company to charge more for a short haul than a long one, but judging from the roads' failure thus far to take any steps to abide by this provision of the law they expect to get an extension to St. Patrick's Day, if not many more moons.

That the carriers could save \$1,000,000 per day by paying employees on an efficiency or piece work basis was the allegation of Attorney L. D. Brandeis, before the Interstate Commerce Commission, Nov. 21 in opposing an advance in freight rates. Mr. Brandeis introduced manufacturing experts who showed that in some plants a system of rewarding or bonusing the capable and fast workers had reduced the cost of production 30 per cent.

S. M. Isbell & Co.'s complaint against the Lake Shore for misrouting a shipment of dried beans has been dismissed by the Interstate Commerce Commission. The shipment moved from Springport, Mich., to Anniston, Ala., the rate thru Louisville being 76 cents, and thru Cincinnati 80 cents. The Commission held that the initial carrier, not being a party to a special commodity rate between Louisville and Nashville, was not liable.

The complaint of the New York Produce Exchange against the railroads, for giving unreasonable preference to Montreal dealers on shipments of grain, will be heard soon by the Interstate Commerce Commission. The ex-lake rate on Canadian wheat in bond is 4 cents per bu., against 5½ cents on other than Canadian wheat. The discrimination in favor of Canada is proportionate on other grains. The Exchange has requested the Commission to set the rates on grain from Buffalo and Erie to New York.

The railroad commissions of 20 states were represented at the annual meeting of the National Ass'n of Railroad Commissions at Washington, Nov. 15. In an address of welcome Interstate Commerce Commissioner Martin A. Knapp said: If the interstate and state commissioners did not co-operate to give the country good administration and protect the public from bad practices on the part of the railroads, there would be a demand for the nationalization of railroads and other public service corporations. Confidence was expressed by Mr. Knapp, however, that administration of a proper character would come. He cited as evidence of progress the fact that rebates, passes and other demoralizing practices had been outlawed and practically eliminated.

The annual convention of the Lakes to the Gulf Deep Waterway Ass'n will be held Nov. 25-26 at St. Louis. At the request of Pres. W. M. Kavanaugh the following have been appointed delegates to represent the Illinois Grain Dealers Ass'n: Elias Cockrell, of Jerseyville; A. C. Durdy, of Ohlman; D. G. Corbin, of West Point; H. E. Selby, of Golden; John Twist, of Taylorville; Geo. D. Montelius, of Piper City; E. M. Wayne, of Delavan; S. W. Strong, of Urbana; H. A. Hillmer, of Freeport; G. W. Cole, of Bushnell, and G. W. Burch, of Galt, Ill.

The New England demurrage rules were practically upheld by the Interstate Commerce Commission in its decision rendered Nov. 14. The effective date of the schedules was suspended until Dec. 1, 1910, and the Commission recommends that for 6 months after that date the free time upon grain, grain products, lumber and coal shall be extended from 48 to 72 hours. The Commission also has suggested the name of an official to whom will be referred all doubtful questions. In sustaining the application of the national demurrage rules to the eastern states the Commission declared that the prompt release of cars is of as much importance to the shipping community as to the carriers.

Acceptance of shipper's weight does not bind connecting carriers, under a decision Oct. 10, of the Interstate Commerce Commission in the complaint by S. M. Isbell & Co., of Jackson, Mich., against the Pere Marquette, C. & E. I., and Frisco roads for overcharge on a car of beans shipped from Bad Axe, Mich., to Tulsa, Okla. The practice peculiar to the Pere Marquette is to accept shipper's weight, estimating each of the 250 sacks loaded into the car at 165 lbs. each. The initial line and the shipper claim the weight to have been 41,250 lbs.; but the carriers participating in the movement beyond Chicago weighed the carload and collected for 41,600 lbs. actual weight. The Interstate Commission ordered that the Pere Marquette be allowed 15 cents per 100 lbs. on shipper's weight and the connecting lines 54 cents per 100 on the 350 lbs. additional actual weight.

The directors of the Quaker Oats Company have declared the regular quarterly dividend of 2% and the usual extra dividend of one-half of one per cent on the common stock, and 1½% on preferred stock.



The Precious Dream of the Railroad Managers Will not Be Realized This Year, as the Interstate Commerce Commission Has Ordered Another Postponement.

A Fire-Proof Grain Separator.

Experience has demonstrated that fire-proof construction alone is not all that is needed to make a grain elevator safe against fire. Combustible equipment and contents when burning will generate such intense heat that the structure will be greatly damaged, and in at least one instance a steel working house was practically destroyed.

In equipping the new 1,000,000-bu. steel fire-proof elevator of the Boston & Albany Railroad at Boston, Mass., which was fully illustrated and described in the Grain Dealers Journal Oct. 25, care was taken to make the machinery as near fire-proof as possible. The ten Eureka Separators forming part of the equipment are covered inside and outside with sheet steel and have steel frames. Five of these cleaners are of the latest type, largest size compound shake, counterbalanced separators, equipped with two fans and two shoes, making two aspirations, one on the head as the grain leaves the feed hopper and passes to the scalping screen and the second as the clean grain leaves the machine. One of the machines is shown in the engraving herewith.

This machine is built for large capacity, close work and great durability. By having two complete fans set in the air chamber drawing the air from each side of both fans the strength of the air currents is perfectly equalized in the separating leg and the air separations are made even and controllable. Brass bearings for the eccentric boxes insure great durability.

All vibration of frame and jarring of floor or building is done away with by the perfect counterbalance of the shakers, which are divided lengthwise, each being driven by opposite eccentrics on the same shaft. No bracing of the machine is required. All kinds of grain may be cleaned on this machine, each machine being equipped regularly with screens for one kind of grain; and extra screens supplied at moderate cost. Auxiliary shoes are placed in screens for some classes of work. All screens are interchangeable and changes can be made in a few moments. The conveyors under screenings tips deposit the screenings to one side of machine.

In operation the grain drops from the suction leg on a scalping screen, where

coarse material is passed off. The grain then passes onto the main screen where all the material coarser than the grain is taken off. Falling thru this screen the grain passes over a fine perforated sieve where the cockle seeds and sand are separated. The grain flows into the last suction leg where a strong current of air, governed in strength by a valve, removes the remainder of the screenings. The dimensions, capacities and other particulars of these machines will be furnished on application to the manufacturers, the S. Howes Co., of Silver Creek, N. Y.

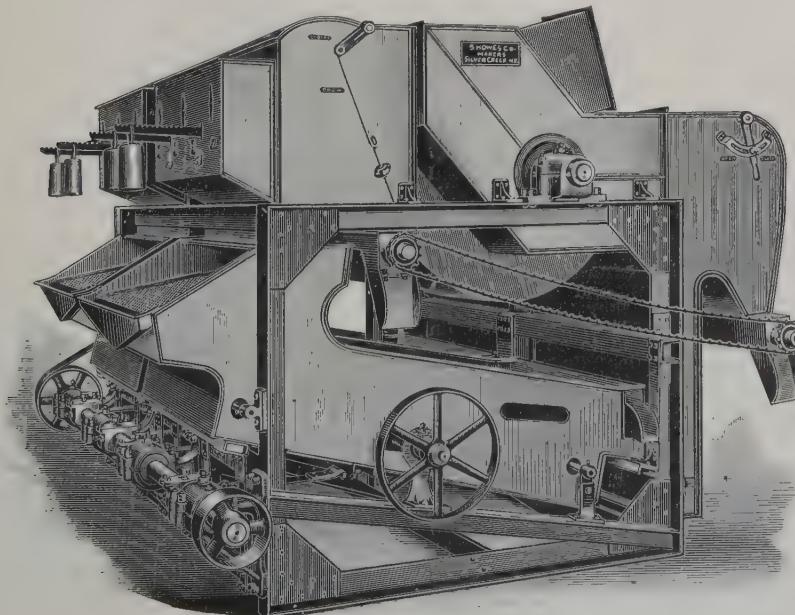
Exports of Canadian Grain in Bond.

Canadian wheat in transit to foreign countries was received and shipped from American ports on the Atlantic seaboard during the nine months prior to Oct. 1, as follows: Baltimore, 1,208,921 bus.; Boston, 3,248,878 bus.; New York, 3,528,188 bus.; Philadelphia, 2,810,099 bus.; Portland, Me., 3,930,043 bus.

A summary of the various grains that passed thru those five ports in transit from Canada to foreign countries during the nine months shows the following: Barley, 781,730 bus.; buckwheat, 460,778 bus.; oats, 874,061 bus.; rye, 59,108 bus.; wheat, 14,726,129 bus.; as reported by O. P. Austin, chief of the Bureau of Statistics.

Reparation Allowed.

The following refunds have been authorized by the Interstate Commerce Commission: Mark Shultz, of Ogdensburg, N. Y., awarded \$44.80 from the Rutland R. R. Co. on account of overcharge on 1,000 bus. of corn shipped from Ogdensburg, N. Y., to New Market, N. H.; \$27.72 awarded to Geo. E. Turner, of Springfield, Mo., from the St. L. & S. F. R. R. Co., because of overcharge on 1 carload of corn forwarded from South Haven, Kan., to Springfield, Mo.; \$24.00 to Lord & Garland, of Chicago, from the Lake Shore on account of an overcharge on a carload of oats forwarded from Tab, Ind., to Chicago, Ill., and reconsigned to Corinth, N. Y.; \$11.78 to Bert H. Lang, of St. Louis, from the Ill. Cent. on account of overcharge on 28 carloads of corn and oats from St. Louis, Mo., to Nashville, Tenn.



Fire-Proof Grain Separator.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

MORRIS GRAIN DRIER CO.

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Several years of experience fully demonstrates that owing to the fact that Morris Grain Driers have thorough ventilation, drying grain much more evenly, thoroughly stamps them as being superior to any other grain driers in existence. Can be constructed more economically than the average drier. Don't fail to write for pamphlet giving full information and testimonials regarding our driers, coolers and conditioners.

RUBBER BELTING

The Gutta Percha & Rubber Mfg. Co.
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and all other owners of Car Pullers would do well to use our Marline-Covered

CAR PULLING ROPE

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Kennedy Car Liners

ARE THE

*modern,
cheap,
sure way
of preventing
leakages in
transit.*

MADE BY

FRED W. KENNEDY
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Supreme Court Decisions

Effect of Arbitration.—A valid award by arbitrators operates as a final judgment as between the parties to the submission or within the jurisdiction of the arbitrators as to all matters determined and disposed of by it.—Williams v. Branning Mfg. Co. Supreme Court of North Carolina. 68 S. E. 902.

Options.—An option in a contract for the future delivery of goods that will allow another settlement of the contract than the actual delivery is not invalid; it being also provided that there should be an actual delivery of the goods.—W. S. Forbes & Co. v. W. M. & J. J. Pearson. Supreme Court of South Carolina. 68 S. E. 964.

Mutual Insurance.—A forfeiture cannot be declared for nonpayment of an illegal assessment by a mutual fire insurance company, or one not made according to its charter provisions.—Settle v. Farmers' & Laborers' Co-operative Ins. Ass'n. of Monroe County. St. Louis Court of Appeals, Missouri. 131 S. W. 186.

Sale of Grain from Mass.—Where a specified quantity of grain identical in kind and uniform in value is sold from a mass, a separation is not necessary to vest title where the intention of the parties that title shall pass is clearly manifested.—Seldorridge v. Farmers' & Merchants' Bank. Supreme Court of Nebraska. 127 N. W. 871.

Replevin of Crop.—Where plaintiff brought replevin to recover corn raised on an Indian allotment, some of which was in cribs, and the balance standing matured in the field, plaintiff thereby elected to treat all the corn as constructively severed from the soil and as constituting personal property.—Wattenbarger v. Hall. Supreme Court of Oklahoma. 110 Pac. 911.

Recovery from Bucket-Shop Operator.—Pub. Acts 1907, No. 336, prescribing punishment for operating a "bucket shop," is purely penal and does not preclude one who has dealt with an operator in good faith and with intent to actually buy stock from recovering for the operator's breach of contract.—Goodspeed v. Smith. Supreme Court of Michigan. 127 N. W. 813.

Recovery of Carrier's Overcharge in State Court.—The common-law right of a shipper to recover from a carrier for unjust and unreasonable charges for transporting freight, may be enforced in a state court when not inconsistent with the enforcement of the interstate commerce act.—N. H. Blitch Co. v. Atlantic Coast Line R. Co. Supreme Court of South Carolina. 69 S. E. 16.

Shipping Receipt.—A shipping receipt, whereby the carrier agreed to transport goods, and in which a third person was named as consignee, and the number of the car containing the goods was stated, was not a B/L to bearer, and was not an instrument symbolical of the goods, without production of which a delivery could not be made to any one.—Green v. Baltimore & Ohio R. Co. Supreme Judicial Court of Massachusetts. 92 N. E. 622.

Title to Corn.—If a vendor, after selling a quantity of corn so as to pass title thereto without actual delivery, resells it to another person and executes to each vendee a bill of sale for one-half of the grain, the first vendee by accepting the bill of sale and waiving his right to one-half of the grain first sold to him does not renounce his title to the other half thereof.—Seldorridge v. Farmers' & Merchants' Bank. Supreme Court of Nebraska. 127 N. W. 871.

Invalid State Regulation of Commerce.—Rule 44 of the Railroad Commission of the state of Arkansas, which provides that, "in case of failure on the part of the shipper to give routing instructions, it shall be the duty of the railroad receiving the shipment to forward it via such route as

will make the lowest rate," as applied to interstate shipments, is unconstitutional as an interference with interstate commerce.—St. Louis & S. F. R. Co. v. Allen. U. S. Circuit Court, Western District of Arkansas, Ft. Smith Division. 181 Fed. 710.

Extension of Spur Tracks.—A State Railroad Commission order requiring a company to extend a spur track at a shipping point at least 200 feet is not unreasonable where existing loading facilities are limited to one car at a time on the spur track and five cars on a passing track, loading on the passing track being inconvenient on account of switching, and where facilities for loading eight to twelve cars at one time are often required.—State ex rel. Great Northern Ry. Co. v. Railroad Commission of Washington. Supreme Court of Washington. 110 Pacific 1075.

Carrier Liable for Misrouting.—Where, after plaintiff had delivered wheat consigned to himself to defendant to be carried by it to M., and there delivered to another carrier, and by it taken to A., defendant agreed with plaintiff that it would endeavor to stop the goods at M., and from there take them to D., and by reason of its negligent failure to use reasonable effort to do so they were not stopped, but taken to A., defendant is liable for the cost of taking them back to D.—Cincinnati, N. O. & T. P. R. Co. v. Steele. Court of Appeals of Kentucky. 131 S. W. 22.

Title of Consignee.—A shipper delivered goods to a carrier, for delivery to a person named as consignee in a nonnegotiable shipping receipt. The shipper drew on the consignee for the price, and attached the draft to the receipt. Subsequently the carrier, at the shipper's request, delivered the goods to a third person. Thereafter the consignee accepted the draft and paid it. Held, that the consignee had not acquired any title to the goods, and could not sue the carrier for conversion.—Green v. Baltimore & Ohio R. Co. Supreme Judicial Court of Massachusetts. 92 N. E. 622.

Custom of Country Elevator.—In an action for conversion of grain which plaintiff testified had been delivered to defendant, but that no tickets had been issued and delivered to plaintiff for such grain, evidence of custom and usage at the place in question relative to the manner of receiving grain at elevators by agents and accounting therefor, and the issuance of tickets later, was admissible to corroborate plaintiff's testimony that no tickets were issued and delivered to him for such grain.—Cochrane v. National Elevator Co. Supreme Court of North Dakota. 127 N. W. 725.

Alteration of Grain Contract.—In a contract for the sale and delivery of grain, the promisee was named "Blenkiron Grain Company"; the name of the corporation had recently been changed to "Blenkiron Bros., Inc."; no other substantial change had been made in the corporation or its business, but by mistake the agent of the corporation had used an old blank in which the former name was printed. The promisee upon discovering the mistake corrected it by erasing "Grain Company" and inserting "Bros., Inc." Held an immaterial alteration.—Blenkiron Bros., Inc., v. Rogers. Supreme Court of Nebraska. 127 N. W. 1062.

Bankruptcy—Retention of B/L.—Bankrupts sold cotton for future delivery thru defendants as brokers, and shortly prior to their bankruptcy they arranged to make advance shipments to defendants, on which defendants agreed to advance them a certain sum per bale. Under such arrangements bankrupts made a draft on defendants, attaching thereto a forged B/L for 200 bales of cotton, and defendants paid the draft. Later bankrupts directed their agent to ship 200 bales to defendants, marked as described in the forged B/L, and the shipment was made; but, in accordance with the usual custom of bankrupts, the B/L was taken to their own order, with directions to notify defendants. In the first place such bill was pledged to a bank in exchange for the warehouse receipts for the cotton which the bank held, but was later delivered to bankrupts, who held it at the time of the bankruptcy.

Held, that the transaction by which bankrupts obtained payment of their draft on the forged B/L amounted to no more than an agreement to pledge the cotton called for therein, which could only be made effective by delivery; that, the B/L for the cotton shipped not having been indorsed to defendants, there was no such delivery, and the title remained in the bankrupts, and passed to their trustee in bankruptcy, who was entitled to recover the cotton or its value from defendants.—Lovell v. H. Hentz & Co. U. S. Circuit Court, Northern District of Alabama. 181 Fed. 555.

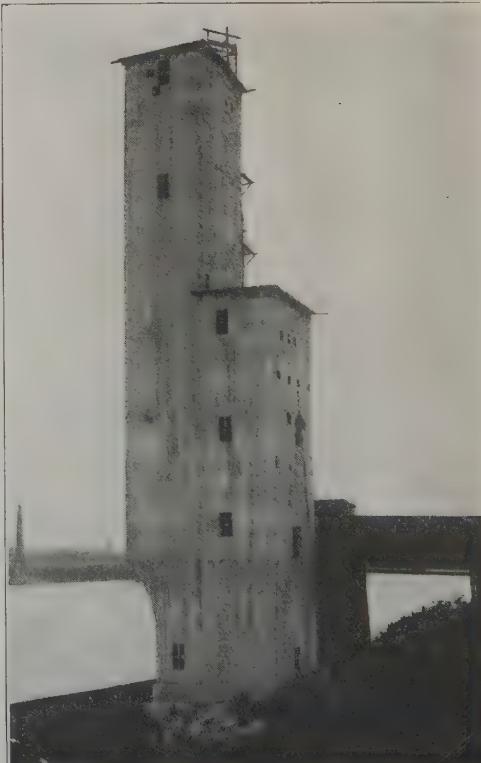
New Marine Leg at Toledo.

Work upon the marine leg of the East Side Iron Eltr. Co. at Toledo, O., has been completed, and the great elevator is now receiving grain thru the leg at the rate of 20,000 bus. per hour.

The leg is said to be the only one of its kind in the world, and is attracting the attention of engineers throughout the country because of the fact that it stands out by itself and is connected with the elevator proper by the conveying machinery only.

It is constructed of reinforced concrete, is 140 ft. high and rests securely upon a base only 20x30 ft., which is sunken deep into the ground at the edge of the 575-ft. dock. The leg was built by what is called a continuous moving form, which after being started, did not stop until the walls were finished and which completed over 6 ft. of concrete work in a day. The Macdonald Engineering Co. did the work.

The house has also been enlarged and improved, and together with the 17 huge steel tanks, will hold 1,075,000 bus. of grain. A drier has been added recently which will dry 1,000 bus. per hour, and which helps to make it one of the best equipped elevators. The entire plant is operated by electricity, and is located upon the banks of the Maumee River, and has a switch from the Lake Shore railroad. Thomas J. Roether is superintendent.



New Marine Leg of East Side Iron Elevator Co., at Toledo, O.

Concrete Wagon Scale Pit.

Modern methods for construction of foundations for wagon scales have added much to the stability of the scales, and reinforced concrete pits for scales greatly increase their reliability and durability. The accompanying illustrations show in detail an improved method of concrete pit construction and scale support which has recently been invented.

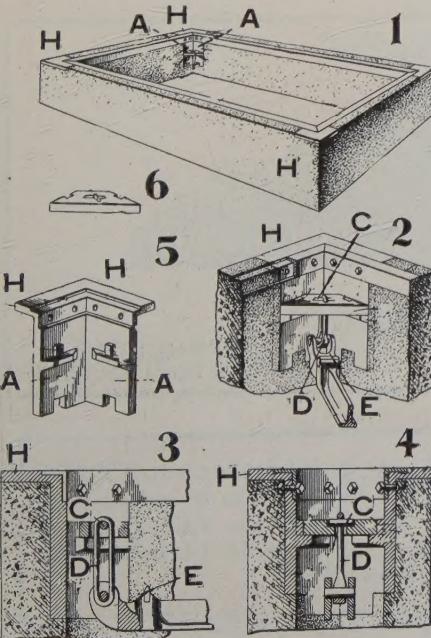
A perspective view of the reinforced concrete pit is shown in Fig. 1, which is built up in forms after the ground has been properly prepared. In each corner of the foundation are angular brackets, which are connected by angle irons running along the upper and inner corners of the concrete foundation, forming a firm rectangular iron frame setting flush with, and embedded in, the concrete.

Fig. 2 is an illustration of the angular brackets, consisting of upright iron plates, A, Fig. 5, united at right angles, which are embedded in the concrete. Each angular bracket is connected with an iron plate H, set flush with the concrete and covering the surface of the corners of the foundation, making a neat appearance and forming a protection to the concrete.

The upright plates are provided with inwardly projecting flanges for the support of the anchor plate which lies horizontally, as shown in Fig. 2. The central portion of the anchor plate is provided with a vertical opening, enlarged at the upper end for the reception of an iron pin C, for the support of a link or clevis, D, from which hangs the end of the platform lever E. Figures 3, 4, 5 and 6 further illustrate the construction and uses of the various details.

The angle irons along the edges of the walls and the four angular brackets (one in each corner) are bolted together, making a solid framework which gives firm and lasting support against inward pressure of the concrete wall. The corners of the wall are protected by the angle irons against mutilation by the traffic moving on and off the scales.

Letters patent No. 971,758 for the above described method of reinforced concrete pit construction and support for wagon-scales was granted Oct. 4, 1910, to Gerry Jones of Binghamton.



Concrete Wagon Scale Pit.

Books Received

SEED IMPROVEMENT.—The proceedings of the committee on seed improvement of the Council of North American Grain Exchanges at Chicago Oct. 11 have been published in a vest pocket booklet of 72 pages giving a comprehensive exposition of this new and great work undertaken by the Boards of Trade. Prepared and issued by Bert Ball, sec'y of the committee, St. Louis, Mo.

HANDLING WHEAT FROM FIELD TO MILL is the title of a recent bulletin by Leslie A. Fitz, showing the advantages of stacking wheat instead of threshing from shock. Samples from the same field, one stack-threshed and the other shock-threshed were graded by the Minnesota State Inspection Department No. 1 and No. 2 northern spring, respectively. Circular No. 68, Bureau of Plant Industry, U. S. Department of Agriculture, Washington, D. C.

OATS DISTRIBUTION AND USES, by C. W. Warburton, contains much information of interest to the general reader on the world production of oats, production of oats in the United States, home consumption, preparation for market, legal weight, market grades, exports and imports, proportion of grain to straw, of kernel to hull, chemical analyses, digestibility, use as human food, feeding oats to stock, by-products, utilization of straw. The legal weight of oats in Maryland is 26 lbs., but the Baltimore Chamber of Commerce uses 32. In Canada the weight is 34 lbs. Farmers Bulletin 420; 24 pages; Bureau of Plant Industry, U. S. Department of Agriculture, Washington, D. C.

BARLEY CULTURE IN SOUTHERN STATES.—H. B. Derr, barley agronomist, has prepared a pamphlet naming the different varieties of barley grown in the South, describing the soils adapted for the crop, fertilizers for barley, green manures, sowing, harvesting, diseases and insects attacking barley, with 6 engravings. Tennessee winter barley is the most profitable variety to grow in the south. Altho very little is grown in the South it is there a very profitable crop whether grown for pasture, grain hay or grain feed. Every southern farmer who contemplates growing barley should obtain a copy of this Bulletin 427, issued by the U. S. Department of Agriculture, Washington, D. C.

GRAIN MOVEMENT IN GREAT LAKES REGION is a compilation of statistics covering the grain crop of the Great Lakes region, quantity marketed, receipts and shipments at the different ports, general direction of lake traffic, sources of Buffalo's supply in early years, canal traffic, foreign trade, imports from Canada, movement of United States grain thru Canada, capacity of boats and cars, comparisons of freight charges, routes of grain traffic, methods of marketing and how grain is handled in transit, the whole forming a pamphlet of 82 pages very interesting to the general reader. This containing nothing not already known to those actively engaged in the grain trade, the statistical data and historical facts should make this bulletin of value for reference. Bulletin 81, Bureau of Statistics, U. S. Dept. of Agriculture, Washington, D. C.

I can not get along without the Journal.—C. C. Corwin, Burkettsville, O.

The annual meeting of the National Hay Ass'n will be held July 25-27 at Niagara Falls, N. Y., the directors having so decided at a conference Oct. 29 at Auburn, N. Y.

I find it impossible to get along without the Grain Dealers Journal and as long as I am in the grain trade will never be without it; don't see how any live eltr. man can do business without its aid and the correspondence brot forth in the "Asked and Answered" columns.—Alfred Cram, Florence Station, Ill.

At the meeting of the British Ass'n in Sheffield, Sept. 5, Dr. Russell and Dr. Hutchinson, who have long been experimenting in soil fertility, announced the discovery of the micro-organism which destroys the bacteria essential to soil fertility, rated by some scientists present as the most important agricultural discovery in 50 years.

The Ellis Method of Grain Drying

will enable you to furnish well dried corn so natural in appearance that an expert would find difficulty in distinguishing one from the other.

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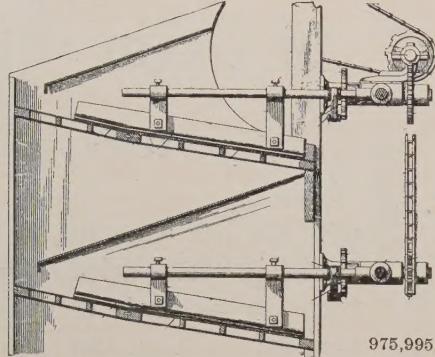
Chicago
U.S.A.

Patents Granted

Conveyor Belt. No. 975,560. (See cut.) Wm. M. Metzler, Akron, O. A belt composed of rubber and layers of fabric formed by doubling or folding the fabric at the longitudinal edges of the belt, the folds at the edges of the belt being widely separated relatively to the layers proper, a cementing



975.560.



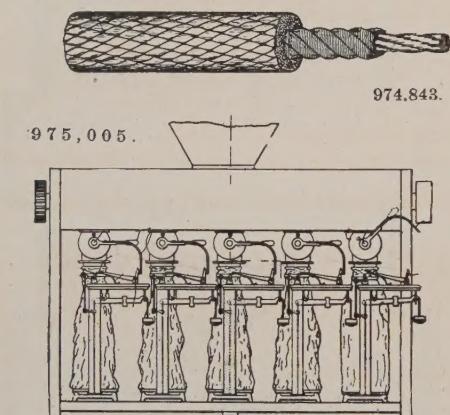
the two to prevent their longitudinal movement with relation to each other.

Weighing and Bagging Machine. No. 975,005. (See cut.) Geo. T. Wade, Rockland, Me. A supply bin with means for positively circulating the material therein, with a number of delivery chutes in the line of circulation, a scale at each chute, a valve in each chute and an operative connection between the scales and valve for closing the latter upon the operation of the scales.

Sieve Cleaner. No. 975,995. (See cut.) Faustin Prinz, Milwaukee, Wis. A swinging scraper blade or rubber is slidably connected with a rail on which as a center it swings freely by a pivotal connection. Projecting from the lower edge of the blade is a flexible strip supporting the weight of the blade on the screen, whereby the friction and pulling action of the flexible strip against the screen will be increased. The scraper is moved back and forth over the sieve by the shaft on which is a sprocket wheel, two of the sprockets being arranged on brackets opposite each other and operated by chain, toothed wheel and worm wheel.

Exports of Glucose, Corn Oil and Cake.

During the nine months prior to Oct. 1 we exported 95,261,179 lbs. of glucose, 8,989,985 lbs. of corn oil, and 44,625,641 lbs. of corn oil cake, compared with 68,387,076 lbs. of glucose, 18,972,982 lbs. of corn oil, and 37,945,048 lbs. of corn oil cake exported during the corresponding period of time last year, as reported by O. P. Austin, chief of Buro of Statistics.



974,843.

medium for uniting the layers and rubber on the faces and edges of the belt and in the spaces between the edge-folds to provide protecting portions of considerable extent for the fabric-layers at the edges of the belt.

Rope for Transmission of Power. No. 974,843. (See cut.) James P. Tolman, Newton, and John Lewis Bixby, Jr., Arlington, Mass., assignors to Samson Cordage Works, Boston, Mass. A rope for the transmission of power comprising a central non-stretchable core containing metallic strands, a matrix of cementitious material surrounding the core and an exterior covering of fibrous strands, the matrix penetrating the interstices of both the central core and the fibrous exterior and being vulcanized to form a tough bond between them, uniting

Exports of Hay.

Hay amounting to 37,163 tons was exported during the nine months prior to Oct. 1; compared with 45,663 tons exported during the corresponding period of last year.

Canadian hay in transit to foreign countries was received and shipped from during the nine months prior to Oct. 1, at the five Atlantic seaboard ports, Baltimore, Boston, New York, Philadelphia, and Portland, Me., amounting to 26,760 tons, as reported by O. P. Austin, chief of Buro of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, meal and broken rice during the nine months prior to Oct. 1, amounted to 187,051,350 lbs.; compared with 172,922,002 lbs. in the corresponding period of time of 1909.

Exports of rice amounted to 8,578,831 lbs., and 54,385 lbs. of rice bran, meal and polish; against 12,235,091 lbs. of rice, and 59,217 lbs. of rice bran, meal and polish during the first nine months of 1909.

Of foreign rice, rice meal, rice flour, and broken rice we re-exported during the first nine months of this year 5,557,812 lbs. compared with 5,376,563 lbs. re-exported during the corresponding period of last year, as reported by O. P. Austin, chief of the Buro of Statistics.

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The Western Millers' Mutual Fire Insurance Company KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

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Flour Mills, Elevators, Warehouses, and contents.

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The Oldest Millers Mutual Fire Insurance Company in America.

Cash Assets over \$300,000
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Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan. Five Year Policies (or short term policies on grain, if required.) Semi-Annual Assessments costing about one-half Stock Company rates. NO conflagration hazard.

Gross Assets, \$5,288,714.00 Net Cash Surplus, \$930,166.99

Any Weight of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price, \$5.00.

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Your
Money
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instead of in the bank. When filled with grain you need to protect it with our

Special Grain Policy

We will be glad to give you particulars concerning our regular policies and this Policy with Cancellation Privilege, making the lowest cost Short Term Grain Insurance.

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Insurance in force	\$7,355,000.00
Losses paid to date	448,000.00
Saved to Policyholders over	250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

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The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and
Contents of same at cost.

Insurance in force	\$13,920,249.80
Cash Surplus	329,927.51

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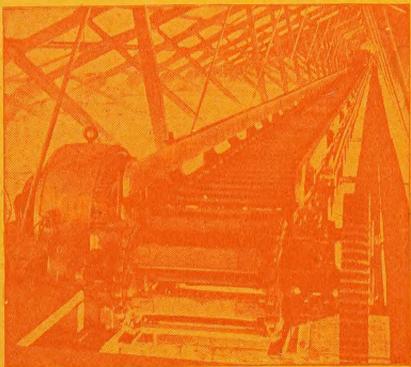
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Send today for our literature "Kf," state your requirements and we will promptly submit plans and prices.

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Handle Grain "THE WEBSTER WAY"

This means High Efficiency and Low Cost in running your Elevator

We furnished the Complete Equipment of Elevating, Conveying and Power Transmitting Machinery for the Big Elevator of the Boston and Albany Ry. Co. just erected at East Boston, Mass.

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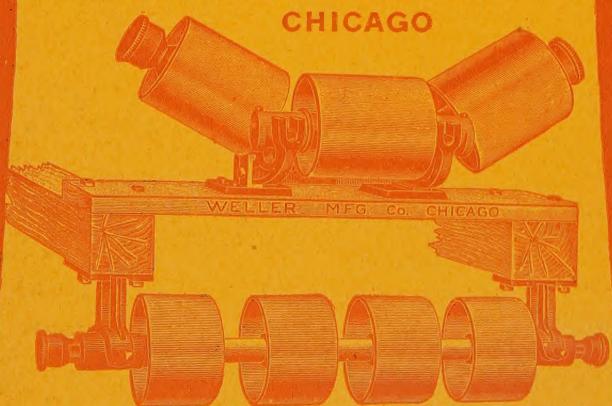
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The Day Dust Collector



Quality coupled with service rendered

is remembered long after the PRICE is forgotten.

The saving of H. P. over other collectors through the least resistance to fan as well as satisfactory results obtained, has put the DAY Collector where it belongs, at the very head of the list.

Hundreds of satisfied users throughout the country corroborate above statements.

Write us for prices when in need of a collector.

THE DAY COMPANY
1122 Yale Place Minneapolis, Minn.